

100,000,000 BOND  
ISSUE ANNOUNCED

HARROUN ONLY ONE  
SURE OF HIS PLACE

Hill Announces Execution  
of a First and Refund-  
ing Mortgage.

Contests by Drivers May Upset  
the Semi-Official List of  
Race Winners.

WINDER OF BIG MERGER

SECOND AND THIRD IN DOUBT

Applies to Great Northern and  
Burlington Roads — Statement  
Made Explaining the Purpose.

Declared by Some They Were Al-  
lowed to Run More Than 500  
Miles and So Lost Money.

PAUL, Minn., May 31.—A move  
is strongly suggestive here of rail-  
operations on the scale of the  
Northern Securities Company was an-  
nounced by J. J. Hill, chairman of the  
Great Northern Railway Company, to-  
day when in a typewritten statement he  
announced the execution of a \$100,000,000  
first and refunding mortgage to secure  
bonds for the Great Northern and Chicago  
& Burlington & Quincy railroads.  
A statement follows: "The Great  
Northern Railway Company, as of date  
May 31, 1911, has executed its first and  
refunding mortgage, securing a total au-  
thorized issue of \$100,000,000 bonds.  
The size of the mortgage is explained  
by the fact that the outstanding obliga-  
tions of the company, which are to be re-  
deemed, amount approximately to \$30,000,000.

Other news of the speedway race  
will be found on Pages 12 and 13.

**For Corporate Purposes.**  
Included, however, in the figures last  
mentioned is the direct and contingent li-  
abilities of the company on the Burlington  
roads maturing in 1921 and aggregating  
\$30,000,000.  
Covering a future of fifty years, ap-  
proximately \$70,000,000 in bonds, therefore,  
will be available for general corporate  
uses, double tracking and additional  
improvements. Since its beginning thirty-two  
years ago, the Great Northern has ex-  
pended between \$50,000,000 and \$100,000,000  
of capital and earnings.  
The provision made for the future, in  
consideration of the rapidly growing ter-  
ritory which Great Northern lines serve,  
is deemed intelligently conservative.

It developed today that there probably  
will be changes in the list of winners in  
the five-hundred-mile international  
sweepstakes race at the motor speed-  
way, yesterday.

Until 3 o'clock this morning the offi-  
cials, including representatives of the  
speedway, A. R. Fardington, official ref-  
eree; S. M. Butler, chairman of the con-  
test board of the American Automobile  
Association; Charles W. Sedwick, Indi-  
ana representative of the A. A. A., men  
in charge of the timing device and the  
adding machines, in addition to the scor-  
ers, worked over the records at the Clay-  
pool hotel, and then resumed the work  
later today.

**Harroun Sure of Place.**

The officials say there is no doubt that  
Ray Harroun, in his Marmon Wasp, won  
first place, but there is much uncertainty  
as to the standing of the others in rela-  
tion to the semi-official returns given out  
from the judges' stand while the race  
was drawing to a close.

The positions of Ralph Mulford and  
Bruce Brown, announced as winners of  
second and third places, respectively,  
may be reversed, it is said. The three  
leaders in the race at the finish were far  
ahead of the other cars.

As the timing arrangements were ex-  
cellent, there is no doubt that the officials  
can straighten out what now seems to be  
a tangle, but it will require much work  
to check up the records, including those  
of the dictaphones, the adding machines,  
the timing machine and the other meth-  
ods by which the score was kept. The  
officials say there is no possibility of a  
mistake after the records are properly  
tabulated. This means, however, that in  
order to ascertain the correct standing of  
the leaders all the lap records of the  
forty cars that started in the race will  
have to be checked up from beginning to  
end.

**Where Nature Has Been Kind.**  
In no other part of the country has  
nature more generously bestowed these  
great sources of all national wealth  
— farm, the forest and the mine — and  
where else is there more room for such  
development as follows the occupation of  
the new country by an intelligent popula-  
tion. The railway company has evidently  
made ample financial provision to enable

allway company has evidently  
ple financial provision to enable  
p its facilities and extensions  
ill demands that a rapidly grow-  
ry may make upon it, and at the  
e, to maintain the highest and  
lent standard of service. Future  
of bonds against property ac-  
safeguarded by the restrictions  
und in mortgages of this kind.

# OATS GO DOWN IN STORM ON LAKE ERIE

VES REPORTED LOST AT  
LORAIN, O.

## EN REACH THE SHORE

S. O., May 31.—Five persons are  
to have lost their lives when  
oats upset in a fierce storm off  
rbor at neen today. The body  
an was recovered.  
In which were W. Wilson and  
n. of Elyria, O., capsized. The  
eeded in reaching the shore.  
l they say two other boats go  
re their own capsized.

## T LEAVENWORTH R COMMISSION FRAUDS

M. Shell, of Ft. Wayne,  
i With Soliciting Produce  
nd Failing to Settle.

M. Shell, a commission man  
r in produce at Ft. Wayne, was  
to Leavenworth prison for a  
ne year by Judge Anderson in  
ourt today. Shell had pleaded  
using the mails with intent to  
he specific scheme being the use  
als to obtain various products  
he later refused to pay. Judge  
allowed Shell to return to Ft.  
spend a week arranging his  
affairs.  
endant, after entering a plea of  
tempted to defend his business  
ns, when he learned that Judge  
was familiar with the fact that  
the third time Shell had been  
with a similar offense. He ex-  
at the transactions on which  
ment was based were disputed.  
Then he wished to withdraw  
t guilty and stand trial, but this  
ermitted. The Shell scheme, as  
the evidence before the grand  
to solicit shipments of butter,

have to be checked up from beginning to  
end.

### Complaint as to Laps.

There is complaint from several of the  
drivers that they ran their cars one or  
more laps after they had made the two  
hundred laps necessary to complete the  
five-hundred-mile race, and that while  
they were running these extra laps, other  
cars finished ahead of them, according  
to the semi-official scores. According to  
G. W. Sedwick, possibly this was done,  
but he added that a revision of the scor-  
ers' records would leave no doubt as to  
the accurate standing of the winners.

Ten prizes were offered in the race, ag-  
gregating approximately \$40,000, and at  
the close of the contest, twelve cars were  
announced in the list of winners, the rea-  
son for including the eleventh and twelfth  
being to have two extra cars on the rec-  
ord in case of protest.

### Semi-Official Winners.

An idea of the magnitude of the work  
of checking up may be gained when it is  
taken into account that each of the forty  
cars were tallied on every lap they com-  
pleted. The majority finished more than  
150 of the 200 laps in the full distance of  
five hundred miles. The semi-official list  
of the winners that was announced from  
the judges' stand at the close of the race  
is as follows:

| Driver and Car         | Position | Time    |
|------------------------|----------|---------|
| Harroun, Marmon        | First    | 6:41:08 |
| Mulford, Lozier        | Second   | 6:46:48 |
| Bruce-Brown, Fiat      | Third    | 6:51:29 |
| Wishart, Mercedes      | Fourth   |         |
| De Palma, Simplex      | Fifth    |         |
| Merz, National         | Sixth    |         |
| Turner, Amplex         | Seventh  |         |
| Cobe, Jackson          | Eighth   |         |
| Belcher, Knux          | Ninth    |         |
| Hughes, Mercer         | Tenth    |         |
| Prayer, Firestone-Col. | Eleventh |         |
| Anderson, Stutz        | Twelfth  |         |

Racing men who have attended all the  
great speed events of Europe and Amer-  
ica were unanimous in their opinion that  
the 500-mile event was the greatest by  
far in automobile history. The last fifty  
miles was a struggle for supremacy be-  
tween Harroun, Mulford, Bruce-Brown  
and Joe Dawson, whose car failed him  
in the last lap.

### Leaders Close Together.

Harroun held the lead throughout the  
latter part of the race and maintained a  
speed of between eighty and eighty-five  
miles an hour. Mulford and Brown drew  
close and for miles less than a lap sepa-  
rated the flyers. Joe Dawson, who made a  
poor showing in the earlier stages of the  
race, made a sensational drive for about  
fifty miles and gained fourth position,  
only little more than a lap behind the  
three leaders. By a tremendous burst of  
speed Dawson passed Harroun and found  
himself in the same lap with the three  
leaders. Dawson, however, was just en-  
tering the lap as the leaders were com-  
pleting it. The struggle was nerve stir-  
ring, and the thousands in the grand  
stands and bleachers were on their feet  
waving and shouting frantically nearly  
all the time.

The admirers of Dawson believed he  
was about to make a spectacular finish  
when within five miles of the end. Then  
his car was seen to check up and Dawson

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... nce before the grand  
... shipments of blitter,  
... various other articles,  
... representations as to  
... fraudulent promises as  
... a court as to whether  
... ad been furnished, by  
... et was a "continuing  
... er his temporary re-  
... s affairs. Judge An-  
... tention to this ques-

... rust him for a week,  
... that it makes no dif-  
... riment will get him  
... shings if he does try

### ADY FOR JURY.

#### Says Other Bribery Be Pushed.

May 31.—The case of  
... rge Nye, the first of  
... sistrates to be brought  
... bribery, was expected  
... te this afternoon. Re-  
... ct in the case. Pro-  
... nounced the other in-  
... id be brought to trial

... barred from the floor  
... men for refusing to  
... y hearing. The news-  
... to testify because  
... te committee was at-  
... ash the accused mem-

#### ves Salary Bill.

May 31.—Governor  
... ed the Ratliff bill,  
... the pay of members  
... for next year before  
... adjourns. Several  
... ed at the Governor's  
... o hold up some of his  
... etallation. It is not  
... will receive much sup-  
... bill was denounced

### Leaders Close Together.

Harrong held the lead throughout the latter part of the race and maintained a speed of between eighty and eighty-five miles an hour. Mulford and Brown drew close and for miles less than a lap separated the flyers. Joe Dawson, who made a poor showing in the earlier stages of the race, made a sensational drive for about fifty miles and gained fourth position, only little more than a lap behind the three leaders. By a tremendous burst of speed Dawson passed Harrong and found himself in the same lap with the three leaders. Dawson, however, was just entering the lap as the leaders were completing it. The struggle was nerve stirring, and the thousands in the grand stands and bleachers were on their feet waving and shouting frantically nearly all the time.

The admirers of Dawson believed he was about to make a spectacular finish when within five miles of the end. Then his car was seen to check up and Dawson rolled up to the pit with a tire gone. He had completed 199 laps at the time and had only to circle the course once more. However, the stop put him out of the running for either of the first three positions, and his friends consoled themselves by thinking that he would drive around once again and accept fourth place.

#### Loss to the Mercedes.

The nearest competitor of Dawson at the time was Spencer Wishart, in a Mercedes, who was many miles in the rear. Dawson got a new tire and started out to complete his last lap just as Harrong scored. Dawson continued around the track and then seemed to disappear on the north turn. His friends wondered what had become of him.

Mulford and Brown both finished, and the other flyers on the track passed the tape time and again. Finally Wishart got the checkered flag and it was announced that he was fourth in the race.

Then De Palma and Merz finished in order and still Dawson did not appear. It was found that some small obstruction on the track had struck Dawson's radiator and let water flow out. A few seconds later the car "stuck" and in spite of Dawson and his mechanic's efforts they were unable to get it started. The metal that broke the radiator was supposed to be a bolt dropped by another racer.

While Dawson labored frantically, the other racers whizzed by and finished the race leaving the young pilot alone with his "dead" car. The same ill fortune prevented him from winning the last Vanderbilt cup race. At the Vanderbilt classic Dawson stopped and lost six minutes investigating an accident in which a man was injured and then finished a few seconds behind the winner.

#### Merz Took No Chances.

Charles Merz, the Indianapolis man at the wheel of National car No. 2, won sixth place in the race by following plans which he made before the event. Merz, who figured in a tragic accident

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# HARROUN ONLY ONE SURE OF HIS PLACE

Continued from Page One.

at the speedway two years ago, told his employers he would enter the race and drive consistently without taking the chances that characterized his work in former races.

He said if the other drivers wished to risk their lives every moment he would let them win. Merz followed his plan to the end, and there was hardly a time when he seemed to be in danger. By driving consistently he saved his tires and he had less trouble of this kind than almost any other driver.

Howard Wilcox, at the wheel of National No. 21, finished the race in thirteenth place, although the officials only counted the first twelve cars and stopped the race when the twelve finished. Wilcox, however, was close behind and he crossed the line a few seconds after the last driver saw the checkered flag.

Johnny Aitken, the other National driver, went 280 miles and was making a good showing when a "broken connecting rod under his car caused him to withdraw.

### Steady Grind Wearing.

The steady grind told on the machinery of many of the racing cars, even more than on the drivers, as was shown by the fact that only about half of the forty cars that started were running at the finish. However, in the last hundred miles, the officials were busy trying to keep a correct record of the ten prize winners and the eleventh and twelfth cars in the race, and consequently almost lost sight of those that were far behind, but still in the running.

An example of the tenacity the drivers displayed was the case of Bob Burman, who stuck gamely to the finish, notwithstanding that he was many miles in the rear. It was generally conceded that the king had more tire trouble than any other driver. This, in a measure, was due to Burman's taking the curves at full speed. Frequently a tire would wrench from a wheel and he would stop the rest of the circuit on the rim while stopping at his pit for repairs.

He and again Burman had narrow escapes when tires burst, but his nerve was not shaken. Once he crashed into the wall on the south turn, glanced off, and continued the whirl around the track minus a tire on his right rear wheel.

### Five Cars in at 400 Miles.

At the end of the race and all of them, with a few exceptions, were on the track when the checkered flag was waved to hail Harroun. The cars were: Mulford's Lozier, Dawson's Marmon, Bruce-Brown's Fiat, De Palma's Simplex, Wishart's Mercedes, Turner's Amplex, Merz's National, Cobb's Jackson, and Anderson's

ing met. Prentice's work on a Whig paper, brought him in 1830 to come to Kentucky a campaign life of Henry C. leaving he recommended to take his place on the Review arrangement was made.

In his valedictory, Mr. Prentice said: "I can not do less than commend readers on the prospect of a familiar acquaintance with a of such powerful energies as alled purity and sweetness as my successor. I have enemies among those whose I value, but no rational man the enemy of Mr. Whittier."

Prentice's temporary emigration to Kentucky led to his connection with the Louisville Journal, a new Whig which he was the first editor named as such for many years connection with the National from 1847 to 1860, as editorial. He did his writing, chiefly miscellaneous, at his home in Mass.

### Edited by Dr. Bailey

The National Era was established by Dr. Gamaliel Bailey, a physician and later anti-slavery and journalist. From 1839 he published an anti-slavery paper nationally, called the Cincinnati Freeman. In 1844, after his office had been burned and gutted three times in Washington and started the National Era. In 1848 that paper was besieged by a mob, which was dispersed by an eloquent speech of the editor.

### Mrs. Stowe Offered

Mrs. Harriet Beecher Stowe, recently married to Professor Lane seminary, was living in Washington when the mobbing of Dr. Bailey occurred there. She knew the family and a few years later began the story of "Uncle Tom's Cabin." She offered it to Dr. Bailey for publication. The first chapter of the story was published in the National Era in April, 1851, and the weekly issues of the paper continued until April 1, 1852.

The Era was a struggling paper for the story as a serial. Mr. Bailey received \$300. A few weeks after the serial it was published under contract, by a Boston publisher and the author began to receive royalties which, in a short time, \$300 she received for the story. The National Era look very small.

## RUSH COUNTY CHA

### Special Program Will Be Held Rushville August 6

[Special to The Indianapolis News] RUSHVILLE, Ind., May 31.—A special program for the seventh annual Chautauqua has been arranged to be held August 6-13. The High School Opera Company, of New York, will produce "The Bohemian Girl" and "The Bohemian Girl" Thursday. Lincoln McArthur, of St. Louis; Dr. Madison C. Pease, of New York, and Edward A. Tamm, of New York, will each be here for a day. The Apollo Concert Company, of Chautauqua, ladies' orchestra, will be here three days. A course of lectures will be given by Henrietta C. Pease, of the domestic science department of the University of Wisconsin, and Grace M. Pease, who teaches the art of story telling. William B. Sterling, who has written Dickens's characters, is also

gloves the woman carried in the other was taken by the thief. The man turned to the young man and said: "I'll catch him for you." The remark he also disappeared.

### Purse Snatched from Thief.

An excitement followed the second purse snatcher of the evening, when a woman refused to give her name or address. She was of a pocket-book containing a change while she was sitting on the Marion Club building on Meridian street. She sat in a chair in front of the building to rest for a few minutes, when a negro approached. He started to pass and thrust out his hand and seized the pocketbook. A short struggle followed, and the noise and a scream for help attracted the attention of several young men inside the Marion Club. The negro ran and was followed by three young men, whose cries of "stop thief" continued several squares. Near the corner of Vermont and Bird streets, the purse snatcher climbed a fence, and bicyclists Schlangen and Giles, who investigated, were unable to find any further trace of the man.

### Burglar Robbed a Woman.

A burglar entered the home of Maycolm E. McCormick, 303 North New Jersey street, early last evening and escaped with a gold watch and chain and about \$10 in money. Mrs. McCormick was awakened by somebody in her bedroom, and seeing a strange man, she jumped from her bed and switched on the electric lights as she called to her husband for help. The thief bounded down the stairs and escaped by a rear door. Captain Coffin and other policemen hurried to the place in the emergency automobile and searched the neighborhood. The thief gained entrance to the house by breaking the glass in a rear door and by turning the key from the inside. A back gate was found open by the police and neighbors said that they saw two strangers hurrying through the alley.

### George Nedtwey, manager

man House, reported to the police that \$10.20 was stolen from one of the rooms at that place last night.

### Sleepers Are Robbed

While asleep on the lawn at the Monument, at an early hour of the morning, Harry E. Arrick was robbed of a watch and chain valued at \$10. Charles Hendrickson, of Monticello, was robbed of \$5. Both men had spent yesterday at the fair, and while awaiting the home their train to leave for Monticello, they went to sleep.

### S. Beck, 514 East Tenth street,

reported that a set of brass mounted harness had been stolen from his barn.

### Louis Sommers, 2181 Prospect street,

reported that his saloon was entered and that seven quart bottles of whisky were taken.

### Claude Silder, 2103 Prospect street,

reported that his barber shop had been entered and that four razors were stolen.

### Laura Jones, 829 North Senate avenue,

reported that a porch swing had been stolen.

## SEES LASTING BLESSING

of brass mounted harness  
 from his bass  
 miers, 2191 Prospect street  
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 quart bottles of whisky  
 ilder, 2103 Prospect street,  
 t his barber shop had been  
 that four razors were stolen  
 ones, 829 North Senate avenue  
 hat a porch swing had been

**ASTING BLESSING  
 RECIPROcity PROGRAM**

**owner, Editor of Farm Paper,  
 Concerning Proposed Pact  
 With Canada.**

at to The Indianapolis News.)  
 NGTON, May 31.—A letter has  
 ved in Washington from John  
 editor of the Indiana Farmer,  
 he demands reciprocity with  
 sixty years of careful observa-  
 lies of the United States, I am  
 the proposed treaty agreement  
 da, now pending in congress, is  
 ries than any in all the past,  
 ry and statistical facts respect-  
 trade between this country and  
 he fact that western Canadian  
 e very largely made up of our  
 te, with aspirations appealing to  
 us, of our own institutions,  
 e enjoying the same wages and  
 e measure the same industries  
 s for the future, it seems to me  
 highest considerations of states-  
 would suggest the ratification of  
 sed agreement.

**Upholds Policeman Young.**  
 arge against Samuel Young,  
 l, who was charged with assault  
 ry and with conduct unbecom-  
 ficer, were not sustained by the  
 safety today. The charges were  
 Joseph C. Owens, a contractor,  
 as arrested recently by patrol-  
 ng on the charge of resisting an  
 ut was released in police court  
 en filed the charges against the

**ASTORIA**  
 Infants and Children.

...around the  
 minus a tire on his right rear  
**Five Cars in at 400 Miles.**  
 hundred miles twenty-five cars  
 in the race and all of them, with  
 no exceptions, were on the track.  
 checked flag was waved to  
 Harroun. The cars were: Mulford's  
 Lozier, Dawson's Marmon, Bruce-Brown's  
 Fiat, De Palma's Simplex, Wishart's  
 Mercedes, Turner's Amplex, Mens's Na-  
 tional, Cobe's Jackson, Gil Anderson's  
 Stutz, Hughes's Mercer, Wilcox's Nation-  
 al, Endicott's Interstate, Hall's Velle,  
 Knutler's Benz, Bigelow's Mercer, Beards-  
 ley's Simplex, Frayer's Firestone-Colum-  
 bus, Helcher's Knox, Adams's McFarlan,  
 Surman's Benz, Tower's Jackson, Endi-  
 cott's Cole, Delaney's Cutting, and Fox's  
 Pope-Hartford.

Even when the drivers saw they were  
 hopelessly distanced they continued on in  
 an effort to make as good record as  
 possible. The act of remaining in the  
 race was a good card for all of them.  
 The semi-official time of Ray Harroun  
 was 4:43, and his average was 74.32  
 miles an hour for the entire distance. To  
 get this average it was necessary to drive  
 at a speed of between eighty and eighty-  
 five miles an hour much of the time to  
 make up for the minutes lost in chang-  
 ing tires and getting fuel.

**BALLOON IS NEGLECTED,  
 Bumbaugh-Lieber Craft Gets Stingy  
 Glances from Crowd.**

While the cars were speeding around  
 the brick track in the five-hundred-  
 mile race, a motor speed-  
 way car and a party  
 of friends, came from  
 the field in the  
 balloon was one  
 Albert Lieber, of  
 age was the first  
 There was a light  
 west and when Bumbaugh  
 balloon it rose slowly and  
 It was a pretty spectacle, its  
 ful flight being in strange contr  
 the performances of the machines  
 track below. But the racers held the  
 interest and the balloon floated away with  
 little more than parting glances from  
 the thousands.  
 The ascension was made about 4 o'clock,  
 and after a trip of about twenty miles,  
 the balloon was brought to earth in Hen-  
 dricus county. A Stals truck followed the  
 balloon party, and it was nearby when  
 the balloon descended. The truck was  
 used to haul the balloon and the mem-  
 bers of the party back to the city.

**Dickson Well Known at Mishawaka.**  
 (Special to The Indianapolis News.)  
 SOUTH BEND, Ind., May 31.—Samuel P.  
 Dickson, the mechanic of the Amplex

Opera Company, of New York  
 produce "The Bohemian Girl"  
 tha" Thursday. Lincoln McC  
 St. Louis; Dr. Madison C. Petr  
 of New York, and Edward A. C  
 York, will each be here for tw  
 The Apollo Concert Company  
 Chautauqua ladies' orchestra  
 be here three days. A course  
 will be given by Henrietta C  
 the domestic science departme  
 due university, and Grace E  
 who teaches the art of story t  
 liam Battis Sterling, who h  
 Dickens's characters, is also  
 gram.

Professor Christie, of Purd  
 sity, will give two lectures, a  
 ber of the state board of heal  
 ture on "Swatting the Fly."

**South Bend's Oldest**



**SWAN J. STROM.**  
 to The Indianapolis  
 BEND, Ind., May  
 Strom, South Bend's oldest  
 who also has a remarkable  
 daring, has just begun his  
 year of service. In another  
 be retired on a pension;  
 Although he has never risen  
 rank of patrolman, Strom  
 clever captures to his credit,  
 city's best-known policeman,  
 the oldest. He was appoint  
 when South Bend was little  
 village. Colonel Joseph T