

LONG RACE TEST FOR NEW SPEEDWAY

Motor Course Said to Be as Safe as Any Can Be Expected to Be.

ELEMENT OF DANGER GREAT

Accidents Are Liable to Occur at Any
Time When Machines Are Travel-
ling at Tremendous Speed.

That the newly constructed Indianapolis motor speedway is as safe as can be expected of any automobile race course was demonstrated in the running of the two-hundred-mile Wheeler-Schaebler trophy race in which all records for the distance were broken without a single serious mishap. One car was demolished but no one was seriously injured and sixteen of the nineteen cars that started were still in the race at the finish. The speedway races to date have demonstrated that the element of danger in automobile racing is great at any time, at any distance. That it should be greater in a long race than in a short contest is a natural conclusion.

There was a general sigh of relief when the two-hundred-mile Wheeler-Schebler trophy event, the longest race of the three days' meeting, was concluded without a serious accident. There had been one mishap of serious proportions in the preceding contest, a ten-mile race and many of the spectators who were following the events on the program closely were skeptical regarding the safety of the contestants in the big race.

Oldfield Causes Scare.

Early in the contest when Barney Oldfield's Knox threw a tire within full view of a majority of the spectators there was a gasp, as it was the general belief that the famous driver would be the victim of a bad spill. Onlookers turned their gaze toward the foot of the high banked turn Oldfield was traversing at the time, expecting to see driver and car piled up in a heap there. The surprise was great when he kept his big car straight and completed the circuit of the track, almost the full distance, on the rim. He stopped in front of the Knox repair pit, equipped his car with a new tire and hurried back into the race.

Brown, in a Marmon, was in the most serious accident of the race, his car being badly demolished on the northeast turn of the course. His accident was caused by a broken steering gear, according to his statement, and he ran his car off the track and through the fence purposely. He could not control the car, and he acted on the belief that it was better to drive it off the track than have it jump off its

ANOTHER BOXING SHOW.

National Club Getting Ready for Day
and Entertainment.

The Indianapolis News has a column of
in getting things done. The News is
tabouined for the morning. It is owned
by Manning & Robinson. The paper is
be held within the city. The paper
man will have the morning paper.
Johnnie says that the News will
will not be printed. The paper
that the city will have a
a clock. The paper will be
marion. The paper will be
Murphy. The paper will be

MUD HENS WIN MORNING CONTEST WITH INDIANS

FREE HITTING, WITH SEVERAL
FOR EXTRA BASES.

SPENCER SHINES IN FIELD

TOLEDO, May 29.—The Indians and Mud Hens had an up-and-down time of it in the morning game today, the locals winning, 4 to 2.

When the Mud Hens and Curlews were lined up for the opening Dedhamston day game at Bwayne field this morning the thermometer was hovering around the freezing mark and a rainstorm was expected any moment.

Despite the adverse weather conditions 2,500 fans, of which one thousand were newsboys, guests of a local paper, were on hand to witness the Lattie-Pichlinary practice of both clubs under the circumstances was fast and a good game was expected.

Carr picked Lindaman to twirl for the Indians, Higgins being behind the bat while Boyce and Abbott formed the local battery. Umpires Chill and Guseak officiated.

First Inning. .

Delahanty was an easy out for Elwert and Freeman. Williams drove a pretty single past Hinchman and stole second. Spencer sent a fly to Hickman. Hayden drove one at batce, which was too hot for the pitcher to handle, and it went for a single. Hayden stole second a moment later, Williams remaining at third, Carr grounded out, Elwert to Freeman. No runs.

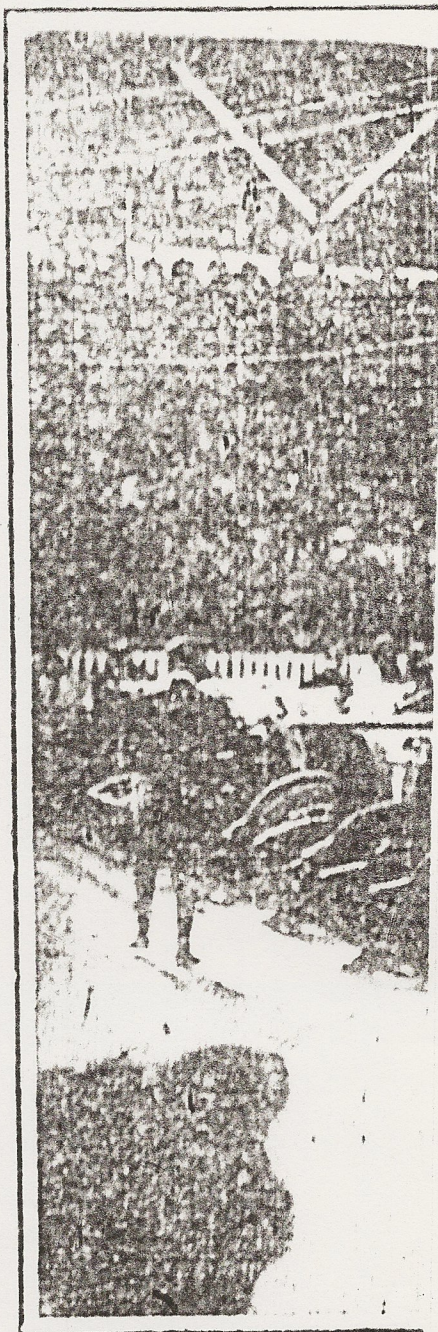
Sullivan led off with a single over Murch. Hinchman followed with a single to left. Hallman beat out an infield bunt, Murch throwing the ball wild to Carr, and Sullivan scoring on the play. Hickman popped to Carr. Hallman stole second. Freeman fanned. Butler flew out to Spencer. One run.

Second Inning.

March was easy for Holce and Freeman. Higgins beat out a slow roller down the third base line. Lewis forced Higgins at second, Butler making the play unassisted. Lindaman singled to left, but Lewis was out at the plate by Butler's perfect throw to Abbott. No runs.

Abbott struck out. Elwert popped to Murch. Bolce skied to Lewis. No runs.

CARS READY FOR



WRIGHTS WILL FLY FOR ELKS AT ELWOOD MEET

MAY MAKE TRIP FROM DAYTON
IN AEROPLANE.

TO HELP CELEBRATE JULY 4

[Special to The Indianapolis News.]

ELWOOD, Ind., May 30.—The B. P. C. F. of this city have closed a contract

serious accident of the race, his car being badly demolished on the northeast turn of the course. His accident was caused by a broken steering gear, according to his statement, and he ran his car off the track and through the fence, purposely. He could not control the car, and he acted on the belief that it was better to drive it off the track there than have it jump off its own accord later on the high bank. All four wheels of the Marmon were demolished when it left the track and hit the fence and the escape of the driver was narrow.

Only a Few Burst Tires.

The drivers in the big race experienced very little tire trouble, and there were few delays caused by stops for new tires. The brick track apparently improved with use, as the number of bursted tires on the second day was not as large as on the first day of the meeting.

The accident in the ten-mile free-for-all handicap, in which driver Herbert Lytle sustained a broken leg, was caused by a bursted tire.

Bursted tires are a part of the automobile racing game, however, and drivers and makers take that feature into consideration when they send their cars on to the track.

The big two hundred mile race severely tested the reconstructed speedway course, and the result was eminently satisfactory to the speedway officials. There may be accidents at the speedway in the future, but racers and followers of the automobile racing game are not expected to attribute them to the track.

Most Successful Meet Ever Held.

According to the statements of Indianapolis speedway officials the three-day meeting ending today, will go down in automobile history as the greatest automobile racing event, length considered, ever held anywhere. All attendance records were expected to be shattered and before today's program was finished it was expected that enough additional new records would be set to make the meeting a record-breaker in that respect. Practically all stock car records up to two hundred miles were broken prior to today and Oldfield, in his world's record bent, was expected to set new world's records for the kilometer, and mile today.

Speedway officials and Indianapolis autoists are already congratulating themselves on the successful inauguration of the 1910 racing season in this city. Tens of thousands of people have witnessed and enjoyed the sport and the large number of spectators who have attended every day has been a convincing testimonial to the merit of the entertainment. Nothing has been left undone that would add to the enjoyment of the big crowds. There have been no thresome delays in conducting the races and no complaints on that score have been registered.

Spectators From a Distance.

Hundreds of spectators have come from long distances to witness the opening of the Indianapolis racing season, as the fame of the Indianapolis speedway has spread over two continents and to every part of the world where the automobile is used. That the Indianapolis speedway is the finest in the world, is the opinion of all who have seen it, although, naturally, they have not seen all of the others. They are satisfied in their own minds, however, that there is nothing else like it anywhere.

Apparently everything down to the most minute details has been done to make the sport plant complete. Soldiers guard the course, ambulances, physicians and trained nurses are ready in the event of accidents, and a thoroughly equipped hospital is ready for accident victims. Spectators can follow the course of the drivers by watching the score boards and announcements give additional information. All in all the greatest credit is reflected on the management and in particular on the managerial and executive ability of E. A. Brown, the director of contests.

man, Higgins beat out a slow runner down the third base line. Lewis fouled Higgins at second, Butler making the play and assisted. Lindaman singled to left, but Lewis was out at the plate by Butler's perfect throw to Abbott. No runs.

Abbott struck out. Elwert stepped to Murch. Boice bled to Lewis. No runs.

Third Inning.

Delahanty flew out to Hickman. Williams fouled out to Abbott. Spencer sent a corking third base hit to the left field fence. Hayden grounded out. Butler to Freeman. No runs.

Sullivan grounded out. Williams to Carr. Hinchman got a free ticket to first, but was out stealing. Higgins to Lewis. Williams threw Hallman out. No runs.

Fourth Inning.

Butler and Freeman worked on Carr. Murch was hit by a pitched ball, but umpire Chilli would not allow it. A moment later Murch sent a double down the left foul line. Higgins was retired. Hinchman to Freeman. Lewis a fast effort was to roll one in front of the plate, when Abbott grabbed and threw to Freeman. No runs.

Spencer made a remarkable running catch of Hickman's long fly. Freeman walked, but was out stealing second. Higgins to Williams. Butler sent a single to center. Abbott asked to Spencer. No runs.

Fifth Inning.

Lindaman was out. Boice to Freeman. Delahanty popped to Boice, who dropped the ball and threw wild to Freeman. Delahanty reaching third. Williams was out. Butler to Freeman. Spencer was retired. Boice to Freeman. No runs.

Elwert grounded out. Lewis to Carr. Boice walked. Sullivan doubled down the left foul line. Sullivan was caught off second. Higgins to Williams. Hinchman flew out to Hayden. No runs.

Sixth Inning.

Hayden flew out to Hallman. Carr grounded to Butler and was thrown out at first. Murch flew out to Sullivan. No runs.

Hallman was out. Williams to Carr. Hickman singled to left, but was out stealing. Higgins to Williams. Freeman flew out to Spencer. No runs.

Seventh Inning.

Higgins grounded out to Freeman. Lewis singled to center. Lindaman doubled to left, scoring Lewis. Delahanty grounded out to Freeman. Lindaman went to third. Williams singled, scoring Lindaman, and stole second, but a moment later he was caught napping. Boice to Butler. Two runs.

Butler beat out a bunt, and stole second. Abbott was out. Lewis to Carr. Butler reaching third. Elwert walked. Land batted for Boice and sent a sacrifice fly to Delahanty. Butler scoring. Land attempted to go to second and was out. Delahanty to Murch to Lewis. One run.

Eighth Inning.

Robinson was sent to the mound for the third time in this frame. Spencer singled over second. Hayden sacrificed. Elwert to Freeman. Carr grounded out. Butler to Freeman. Spencer reaching third. Murch flew out to Hallman. No runs.

Sullivan skied to Hayden. Hinchman singled over Lewis. Hallman received a pass. Hickman sent a long fly to center. Spencer, owing scoring and Hallman going to third. Freeman sent a sacrifice fly to Hayden. Hallman scoring. Hickman attempted to take third and was out. Hayden to Lindaman to Murch. Two runs.

Ninth Inning.

Bowerman batted for Higgins and was out. Robinson to Freeman. Lewis fouled out to Abbott. Orth batted for Lindaman and hit a pretty Texas leaguer over second. Delahanty forced Orth at second.

(Special to The Indianapolis News)

At a meeting held May 20, the Board of Directors of the Overland Automobile Company, Inc., of this city, have decided to contribute to the celebration of the centennial of the birth of Abraham Lincoln by making two automobile tours. The first of these tours is a celebration of the centennial of the birth of Abraham Lincoln, and the second is a celebration of the centennial of the birth of George Washington. The first tour will be made at once to clear the highway of the quarter stretch of the city, and to carry out the instructions of the Board of Directors, so that there will be no obstructions in the starting and a letting of the automobile on the highway. The second tour will be made at a later date, and will be a celebration of the centennial of the birth of George Washington. The first tour will be made at once to clear the highway of the quarter stretch of the city, and to carry out the instructions of the Board of Directors, so that there will be no obstructions in the starting and a letting of the automobile on the highway.

At a meeting held May 20, the Board of Directors of the Overland Automobile Company, Inc., of this city, have decided to contribute to the celebration of the centennial of the birth of Abraham Lincoln by making two automobile tours. The first of these tours is a celebration of the centennial of the birth of Abraham Lincoln, and the second is a celebration of the centennial of the birth of George Washington. The first tour will be made at once to clear the highway of the quarter stretch of the city, and to carry out the instructions of the Board of Directors, so that there will be no obstructions in the starting and a letting of the automobile on the highway. The second tour will be made at a later date, and will be a celebration of the centennial of the birth of George Washington.

At a meeting held May 20, the Board of Directors of the Overland Automobile Company, Inc., of this city, have decided to contribute to the celebration of the centennial of the birth of Abraham Lincoln by making two automobile tours. The first of these tours is a celebration of the centennial of the birth of Abraham Lincoln, and the second is a celebration of the centennial of the birth of George Washington. The first tour will be made at once to clear the highway of the quarter stretch of the city, and to carry out the instructions of the Board of Directors, so that there will be no obstructions in the starting and a letting of the automobile on the highway.

AUTOS GROOMED FOR TOUR WITH BOOSTERS

OVERLAND CARS TO FORM MINATURE GLIDDEN.

WILL VISIT MANY CITIES

Everything is ready for the miniature Glidden tour of Overland automobiles that are to accompany the boosters on their interurban trip through the northern part of the state tomorrow. The Indianapolis Trade Association has arranged out an extensive trip filled with a variety of interesting and profitable features. The business men expect to add considerably to the fame of Indianapolis during this journey.

Will H. Brown, vice-president of the Overland Automobile Company, who is an enthusiastic member of this association recently offered the service of several automobiles to accompany the boosters and be at their service in every town visited. This offer was gladly accepted. The machines will be driven by expert drivers from the factory here and will carry the boosters to their private interurban car, then travel overland to the next city and be waiting there to again add comfort and pleasure to the visit of the local business men.

At some of the towns there will be parades and the Overland cars will come in handy. They Agents in every town along the line have promised to provide additional machines and are making elaborate preparations to greet the local motorists. Carl G. Fisher will be the pathfinder for the trip.

EXPERT WILL SWIM.

Exhibitions Will Be Given at Y. M. C. A. This Week.

Tom H. Robinson, swimming instructor at Northwestern university, is to give exhibitions of swimming and diving at the Y. M. C. A. swimming pool, Friday evening.

RIGHTS WILL FLY FOR WRIGHTS AT ELWOOD MEET

MAKE TRIP FROM DAYTON
IN AEROPLANE.

HELP CELEBRATE JULY 4

Special to The Indianapolis News.]

ELWOOD, Ind., May 30.—The B. P. O. of this city have closed a contract with the Wright brothers of Dayton, to make two ascensions here on July 4, at the Elks' celebration. The "men" stated to a committee of who called on them at Dayton Saturday that there was no body of men on that they so much desired to affiliate so much as the Elks, and would be here on the Fourth, making the such that the committee closed a contract at once.

Arrangements will be made at once to the infield of the quarter stretch at the grounds and carry out the intentions of the Wrights, so that there be no obstructions in the starting and lighting of the aeroplane on the named day. The Wrights stated to the committee that they were open for ascensions for the summer at the rate of \$1,000 per four days, for fairs and events, such contracts calling for lights each day. The Wright stated to the committee in case weather conditions were perfect they would fly from Dayton to Elwood arriving in the early morning while the city was still asbed and would return to Ohio city in the same manner the events were over here.

BOYS GROOMED FOR TOUR WITH BOOSTERS

OVERLAND CARS TO FORM MINIA-
TURE GLIDDEN.

WILL VISIT MANY CITIES

Everything is ready for the miniature tour of Overland automobiles to accompany the boosters on

Program and Entries for Today's Speedway Races

Trials against time by Barney Oldfield in his 200-H. P. world's record holding Benz for the kilometer, half-mile and mile records.

Event No. 1—Five miles, stock chassis, 160 cubic inches and under, weight 1,100. Empire (Motsinger), Hupmobile (Gelnaw), Herreschoff (Roberts), Hupmobile (Hearne).

Event No. 2—Ten miles, stock chassis, 161 to 230 cubic inches, minimum weight 1,400 pounds. Firestone-Columbus (Frayer), Cole (Edmunds), Cole (Endicott), Fuller (Schwitzer), Warren-Detroit (Miller), Buick (Burman), Buick (L. Chevrolet), E-M-F (Cunningham), E-M-F (Skeggs).

Event No. 3—Five miles, stock chassis, 231 to 300 cubic inches, minimum weight 1,700 pounds. Marlon (Tinkler), Marlon (Anderson), Marmon (Harroun), Marmon (Dawson), Cutting (Clark), Cutting (Hibber).

Event No. 4—Ten miles, stock chassis, 231 to 300 cubic inches, minimum weight 1,700 pounds. Pope-Hartford (Fox), Marlon (Tinkler), Marlon (Anderson), Marmon (Harroun), Marmon (Dawson), Cutting (Clark), Cutting (Hibber).

Event No. 5—Five miles, stock chassis, 301 to 450 cubic inches, minimum weight 2,000 pounds. National (Altken), National (Kincade), National (Merz), Westcott (Endicott), Jackson (Lynch), Jackson (Switzer), Jackson (Ellis), Marmon (Harroun), Marmon (Dawson), Cutting (Clark), Cutting (Hibber).

Event No. 6—Ten miles, stock chassis, 301 to 450 cubic inches, minimum weight 2,000 pounds. Entries same as event No. 5.

Event No. 7—Five miles, stock chassis cars, 451 to 600 cubic inches, minimum weight 2,200 pounds. National (Altken), National (Kincade), National (Herr), Stoddard-Dayton (Reed).

Event No. 8—Ten miles, stock chassis, 451 to 600 cubic inches, minimum weight 2,300 pounds. Entries same as event No. 7.

Event No. 9—Canceled.

Event No. 10—Five miles, free-for-all open: National "60" (Kincade), National "70" (Altken), Fiat (Bragg), Buick (Burman), Buick (L. Chevrolet), Darracq (Kerscher).

Event No. 11—Ten miles, free-for-all open: Entries same as event No. 10.

Event No. 12—Five miles, free-for-all handicap: Empire (Motsinger), Firestone-Columbus (Frayer), Cole (Endicott), Cole (Edmunds), National (Kincade), National (Altken), National (Merz), Westcott (Clemens), Jackson (Lynch), Jackson (Switzer), Jackson (Ellis), Fuller (Switzer), Marlon (Tinkler), Marlon (Anderson), Warren-Detroit (Miller), Hupmobile (Gelnaw), Herreschoff (Roberts), National (Toussy), National (Greiner), E-M-F (Cunningham), E-M-F (Skeggs), Darracq (Kerscher).

Event No. 13—Fifty miles, Remy grand brassard and grand trophy cup, stock chassis, 231 to 300 cubic inches, minimum weight 1,700: Pope-Hartford (Fox), Jackson (Schneider), Great Western (Kincade), Marlon (Tinkler), Marlon (Anderson), Warren-Detroit (Miller), Marmon (Harroun).

Event No. 14—Stock cars, Class E: for the John A. Wilson trophy, valued at \$150, donated by John A. Wilson, of Franklin, Pa., to be awarded to the stock touring car that first makes a full mile in one minute or less under regular touring conditions and carrying four passengers; the contest to be confined to cars of not more than 50-horse power; A. L. A. M. rating; regular touring bodies (not baby tonneau or torpedo bodies), tanks full, top on but may be down; mud guards on and regular supply of tools; passengers to weigh not less than 160 pounds each and to sit upright in the car; to insure there is no down grade, the mile to be made both ways of the track; if more than one entry in the contest then the car making the fastest time to be awarded the cup, providing said fastest time equals a mile a minute; Pope-Hartford (Fox), National (Faulkner), National (Altken), Knox (Uplike).

Some Noteworthy Features of Yesterday's Ball Gam

St. Paul defeated Minneapolis, 4 to 1, took the lead in the American Association tournament race. Hughes pitched in hard luck, losing the Saints but two hits and striking nine men. Errors by his teammates lost the game.

Errors by Schreck and Meyers lost Lou the game to Columbus, 6 to 1. Kaler's rare form, striking out eight men. Only Colonels got as far as second after the inning.

Errors by Milwaukee fielders were responsible for its defeat by Kansas City, 5 to 0 game was fast and interesting. James his initial appearance in a Kansas City uniform and got a hit.

Chicago bunched hits in the second and scored two runs, enough to defeatburg, 2 to 1. Cole was too much for the batters, who got only four scattered hits. 1 double to left, a sacrifice and a sacb which Hoffman pulled down with one was responsible for Pittsburg's one run.

In a batting box St. Louis defeatednati, 19 to 7. St. Louis used two pitchers while Cincinnati worked three. All Red's pitchers were hit hard, while Br and Harman kept the hits well scattered.

Detroit won a one-sided game from Louis, 13 to 4. The Tigers collected 9 hits. Owen Bush pulled off the steal won him a home in the Central League got him his trial in the American Association when he got five hits out of six times. In the Central League, when Bush member of the South Bend team, in on he got six hits out of as many times a

Cleveland defeated Chicago, 4 to 2. and Falkenberg pitched good ball winners, the former allowing four hits the latter was unhitable.

Jimmy Burke's Ft. Wayne team bunched off Neuschafer in the opening round, four runs, and added one more before it was over. The final score was 5 to 2. was invincible, allowing Dayton only 10

South Bend shut out Grand Rapids. Both teams played errorless ball. Jap pitching was responsible for South Bend's win.

Terre Haute made a great ninth-inning but could not overcome Evansville's former winning, 4 to 3. Asher's home drive featured the game.

Poor fielding was responsible for V defeating Zanesville, 4 to 2. Veasey hard. Doak kept the hits well scattered

Saturday's Speedway Sum

Record Trials for One Mile—Empire (Motsinger), 1:07.1; American (Lytle) National "70" (Altken), :46.3; Fiat (Bragg), :41.3; Marmon "62" (Harroun) Darracq "100" (Kerscher), :41.83.

Ten Miles (stock cars, 301 to 450 cubic displacement)—National "40" (Altken) Marmon "32" (Harroun), second; Natio (Merz), third. Time, 8:08.3.

Five Miles (stock cars, 451 to 600 cubic displacement)—Knox "6" (Oldfield), w tional "40" (Herr), second; National "ken", third. Time, 4:03.24.

Free-for-all Handicap (ten miles)—"40" (Wilcox), won; Jackson (Lynch), Cutting (Clark), third. Time, 10:55.33.

Two Hundred Miles (Wheeler-Schebler)—Marmon "62" (Harroun), won; (Lynch), second; National "60" (Altken) Time, 2:46.31.

Miller), Marmon (Anderson), Marmon (Dawson), Cutting (Bisbee), Miller, stock chassis, 231 miles, minimum weight 1,700 (Fox), Marlon (Tinkler), Marmon (Harroun), Cutting (Clark), Cutting

301 miles, stock chassis, 301 miles, minimum weight 2,000 (Altken), National (Kinlerz), Westcott (Endicott), Jackson (Switzer), Jackson (Harroun), Maynor (Clark), Cutting (Bisbee), 301 miles, stock chassis, 301 miles, minimum weight 2,000 (Altken), National (Kinlerz), Stoddard-Dayton

451 to minimum weight 2,300 pounds; ent No. 7, celed.

ve miles, free-for-all open: eade), National "70" (Alt-Buick (Burman), Buick (L. (Kerscher).

h miles, free-for-all open: ent No. 10. ve miles, free-for-all handi-singer), Firestone-Columbus (Scott), Cole (Edmunds), Na-National (Altken), National (Clemens), Jackson (Lynch), Jackson (Ellis), Miller (Tinker), Marlon (Anderson), iller), Hupmobile (Gelpaw), ts), National (Tousey), Na-M-F (Cunningham), E-M-F (Kerscher)

ty miles, Remy grand praphy cup, stock chassis, 231 miles, minimum weight 1,700;), Jackson (Schelfler), Great Marlon (Tinkler), Marlon n-Detroit (Miller), Marmon

ook cars, Class E; for the phy, valued at \$150, donated n, of Franklin, Pa., to be stock touring car that first in one minute or less under nditions and carrying four ntest to be confined to cars 50-horse power; A. L. A. M. uring bodies (not baby on-dies), tanks full, top on but guards on and regular sup- ngers to weigh not less than d to sit upright in the car; no down grade, the mile to s of the track; if more than ntest then the car making o be awarded the cup, pro- time equals a mile a min- (Fox), National (Faulk- en), Knox (Updike).

Chicago bunched six in the second inning and scored two runs, enough to defeat Pittsburg, 2 to 1. Cole was too much for the Pirates, who got only four scattered hits. Byrne's double to left, a sacrifice and a sacrifice fly which Hoffman pulled down with one hand was responsible for Pittsburg's one run.

In a battling bee St. Louis defeated Cincinnati, 10 to 7. St. Louis used two pitchers, while Cincinnati worked three. All of the Red's pitchers were hit hard, while Backman and Harman kept the hits well scattered.

Detroit won a one-sided game from St. Louis, 13 to 4. The Tigers collected eighteen hits. Owen Bush pulled off the stunt that won him a home in the Central League, and got him his trial in the American Association, when he got five hits out of six times at bat. In the Central League, when Bush was a member of the South Bend team, in one game he got six hits out of as many times at bat.

Cleveland defeated Chicago, 4 to 3. Berger and Falkenberg pitched good ball for the winners, the former allowing four hits, while the latter was unhitable.

Jimmy Burke's Ft. Wayne team bunched hits off Neuschafer in the opening round, scoring four runs, and added one more before the game was over. The final score was 5 to 2. Miller was invincible, allowing Dayton only four hits.

South Bend shut out Grand Rapids, 4 to 0. Both teams played errorless ball. Jacobson's pitching was responsible for South Bend winning.

Terre Haute made a great ninth-inning rally, but could not overcome Evansville's lead, the former winning, 4 to 3. Asher's home run drive featured the game.

Poor fielding was responsible for Wheeling defeating Zanesville, 4 to 2. Veasey was hit hard. Doak kept the hits well scattered.

The crowds attending the Indianapolis speedway present a mass of living, in the afternoon. When the upper turn and entrance as impossible to find seats as it was to Peloe. When the down the stretch to as one man, although in yelling: "Down old story of 'It's stand, but the fellow sit down.'"

The women were each clad in some gown and when scheme of the three a "massive kaleid front!" could not way. When her mind to see the spin down arose, bonnet and everybody behind they would see "Hats off!" also and some of the off. But there was motoring hats with any of the beautiful the new headgear aloft. Hence the

Thousand

It was a wonderful parking space for automobiles of every filled the grounds special turn of mind they had all of it. The automobiles records for number "Give me the r those cars and I mas," remarked care for money.

It seemed that of cars in the park too, to see the at the highway between the Elmhurstville head was at W streets when the the speedway and pelled to creep to hold a place in. It was interesting late racing for the

Saturday's Speedway Summary

Record Trials for One Mile—Empire "20" (Motsinger), 1:07.1; American (Lytle), :44.44; National "70" (Altken), :46.3; Flat "90" (Bragg), :41.3; Marmon "62" (Harroun), :42.33; Darrack "100" (Kerscher), :41.83.

Ten Miles (stock cars, 301 to 450 cubic inches displacement)—National "40" (Altken), won; Marmon "32" (Harroun), second; National "40" (Merz), third. Time, 8:08.3.

Five Miles (stock cars, 451 to 600 cubic inches displacement)—Knox "6" (Oldfield), won; National "40" (Herr), second; National "40" (Altken), third. Time, 4:03.24.

Free-for-all Handicap (ten miles)—National "40" (Wilcox), won; Jackson (Lynch), second; Cutting (Clark), third. Time, 10:55.33.

Two Hundred Miles (Wheeler-Schebler trophy)—Marmon "62" (Harroun), won; Jackson (Lynch), second; National "60" (Altken), third. Time, 2:46.31.

ON MOTORCYCLE

Fast Time at Chi-

Indiana Freshmen Return.

[Special to The Indianapolis News.]
BLOOMINGTON, Ind., May 30.—The freshman baseball team returned from