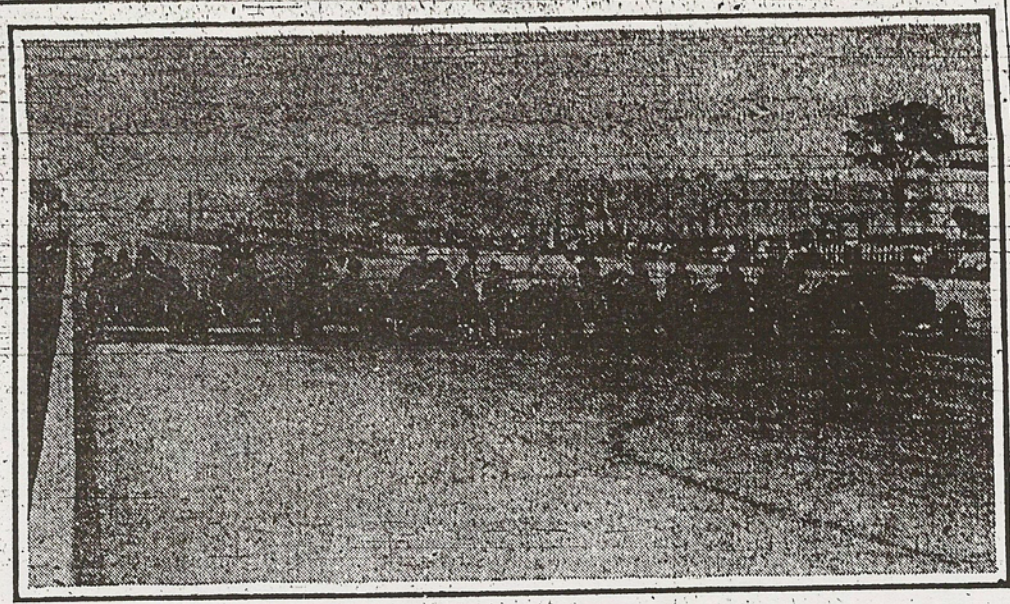
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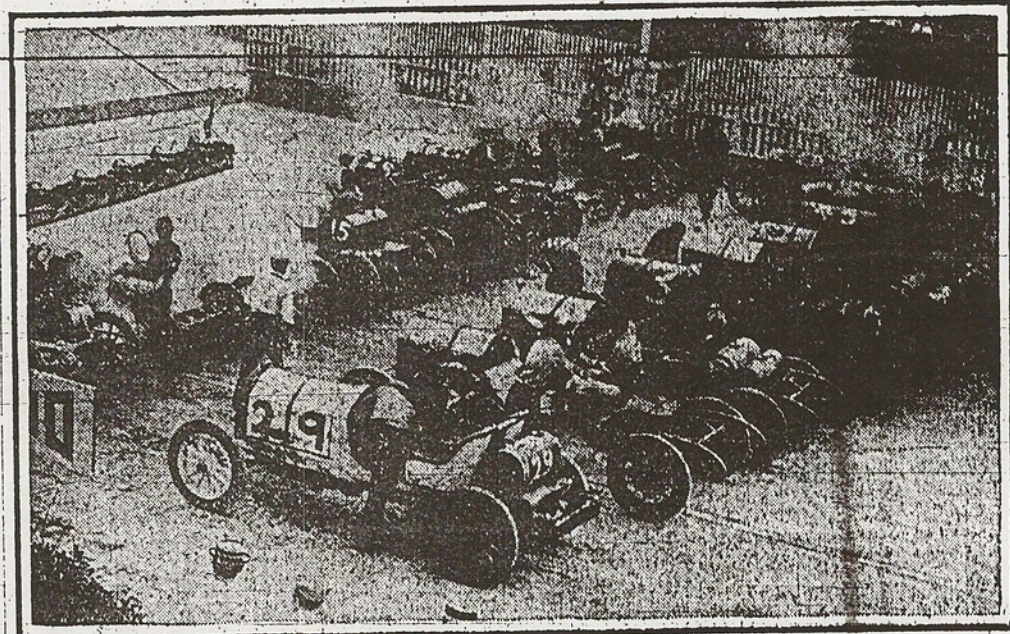
DIANAPOLIS, SATURDAY, JULY 2, 1910. PRICE 2 CENTS.

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Start of Two of the Events at Motor Speedway.



CARS LINED UP FOR G & J TROPHY RACE.



START OF THE HANDICAP RACE.

AUTO BUILDERS AROUSED

SEE SLAP AT INDIANAPOLIS

LOCAL MANUFACTURERS DECLARE CITY IS DISCRIMINATING UNJUSTLY IN BARRING COMPETITION ON PURCHASE OF TWO CARS.

Aroused by the attitude of the Board of Public Safety in the matter of the purchase of a motor chemical wagon for the fire department, and declaring Mayor Shank and the board are partial to the Packard Company, Indianapolis manufacturers of motor vehicles will make an effort to induce the City Council to refuse to appropriate the money for the purchase unless present specifications are changed so as to permit local firms to compete. According to some of the manufacturers, the policy of the administration on this question, if carried out, means a slap at home industries and the placing of a strong talking point in the hands of outside competitors.

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BIG FIELDS MEET IN SPEEDWAY RACES

Many Motor Cars Compete on Famous Auto Course for First Time.

BURMAN WINS G & J TROPH

Buick Driver Captures Big Event of Day, but Loses Speedway Helmet to Hearne.

By Julian J. Behr.

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While no definite plans have been taken in the matter there has been some talk among manufacturers regarding the bringing of an injunction suit to prevent the contract being awarded, unless the specifications are changed, the grounds for complaint being that any bidding under the specifications would be merely "take competiton." It is declared the specifications as drawn are a duplication of the specifications for a Packard machine, transmission on the rear axle, a certain curve in the springs, a specified drop in frame, the bore and stroke of the engine and other points being those of the Packard.

Explains Attitude Here.

The attitude of the local manufacturers, as explained by Lee Burns of the Premier Motor Manufacturing Company, is that local men do not care particularly which firm in this city gets the contract for furnishing the chemical wagon so that some Indianapolis firm gets it. Detroit, the home of the Packard and other companies, and Indianapolis, with its several motor industries, are the two big automobile centers of the country at the present time, and competition in outside markets is strenuous.

For the city of Indianapolis as a public corporation to go outside its limits and purchase a vehicle manufactured in the city, which is a strong trade competitor is declared to be unfair to local concerns, especially as it is said at least four of the automobile factories in this city, the Premier, American, Marmon and National, could build the car for the city within ninety days. It is said that the only special work that is necessary is the reinforcement of the frame of an ordinary forty-horse-power machine, the use of special wheels and the construction of a special body. It is declared the wagon used at Detroit, which Mayor Shank and members of the Board of Public Safety were so much impressed with, could be duplicated very easily here, except for a few distinguishing characteristics of the Packard cars, in no way essential. It is said, also that one of the local firms submitted to William E. Davis, chairman of the board, a short time ago a bid on a car of the same equipment, but a trifle larger than the Detroit wagon and that the bid was $4,300, whereas the board asked the City Council for $5,200 to buy the Detroit car.

The purchase of the chemical wagon is one of the improvements necessary to put Indianapolis in a better class of insurance rates. Shortly after the insurance agitation began, Mayor Shank and members of the board went to Detroit to inspect the wagon in use there. On the return Mayor Shank announced he was in favor of buying the Packard, but the City Council later refused to make an appropriation unless the contract was let by competitive bidding. The contention of the local manufacturers is that the specifications virtually eliminate the competitive part.

JOCKO PASSES HAT; PAYS FINE

Monkey Settles Court Charge With Coin Contributed by Attendants.

CHICAGO, July 1.—"Jocko," a monkey, paid a fine of one dollar in Judge Gemmill's branch of the Municipal Court today. "Jocko" pulled the trimmings from a woman's hat, but the charge of "disorderly" was upheld against his master. The court allowed the monkey to collect the money in small coin from spectators in court.



EDDIE HEARNE,
Who won the Speedway Helmet yesterday.

GIRL DIES IN OIL BLAZE

IS KILLED STARTING FIRE

CHILD, 12 YEARS OLD, ALONE IN HOUSE PREPARING TO GET SUPPER WHEN FATAL ACCIDENT OCCURS.

Emma Spannuth, 12 years old, who lived at 2310 Hoyt avenue, was fatally burned yesterday afternoon about 5:30 o'clock while trying to light a fire with coal oil. The Spannuth home was gutted by the flames.

At the time of the explosion the girl's mother was downtown. She arrived just as the charred body of the child was being taken away from the house. The father came from work at the Big Four shops about the same time.

The girl was alone in the house preparing to get supper. The explosion was heard across the street. A neighbor girl of about 14, who was in the Spannuth yard, saw the blaze and shouted: "Fire!" A crowd quickly collected.

A woman in the crowd remembered having seen the child in the house, and Ralph Eastley, Courtland Clark and several other employes of the Madden lounge factory in the neighborhood burst in the kitchen door. All were overcome by the heat and smoke. Clark was knocked down when he attempted to force his way to the burning child. At last, crawling along the floor, he found her body and was pulled out of the fire fighters.

Members of No. 15 hose company, corner of English and Highland avenues, were the first firemen on the scene. After the arrival of the fire companies the blaze was soon extinguished.

HEAT PROSTRATES TWO

HUMIDITY ADDS TO SUFFERING

TEMPERATURE IN INDIANAPOLIS REACHES 94 AND CITY IS ONE OF THE HOTTEST IN THE MIDDLE WEST.

The heat yesterday, coupled with the high humidity, caused two persons to be prostrated. William C. Cook, 2129 North Arsenal avenue, a machinist, was overcome while at his work, and will be unable to be out again for several days.

Goldie Martin, 30 years old, employed at a laundry, was prostrated just before quitting time last evening and was taken to her home, 1936 Ringgold avenue in the City Dispensary ambulance.

Again Indianapolis experienced a temperature of 94 at 4 o'clock yesterday afternoon, with the same humid atmosphere which has been making the heat wave now general over the country unusually pronounced. Indianapolis was the hottest city in the middle West yesterday. The Weather Bureau does not see any rain ahead for Indianapolis for some time, and it promises that the heat will continue.

Humidity and high temperatures were generally reported from larger cities last night. There were four deaths in Pittsburg, eleven prostrations in Cincinnati, four deaths in Chicago and a score of prostrations, and six deaths in Philadelphia. Four deaths and hundreds of prostrations were reported in Greater New York. Thermometers in Cincinnati, on the street, registered 105, and 101 in Pittsburg although official records were lower.

[illegible] CARS OF MANY MAKES

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The entire program of ten events yesterday was replete with exceptionally fine racing—racing of a clean sort, free from mishaps, free from bickering and with the exciting finishes that thrills the sportsman. The numbers were well filled with entries and with high-class entries, too. Indianapolis-made cars, which are keen for the racing game, vied with those from far-away cities. There were cars of almost every make, every design, every hue. They were a varied, as well as a powerful set.

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The Speedway helmet race was the last to last event on the card. The event, for ten miles, is free for all and is run with a rolling or flying start. These appeared when Starter Fred Wagner had the siren issue the call for Event No. 9. Chadwick (Zengle), Bens (Hearne), Stoddard-Dayton (Ireland), Marmon (Harroun), Buick Special (L. Chevrolet), and Simplex (Wilcox). Neither Burman, his Buick Special, nor John Aitken, in his National, both of whom had entered, were to be seen. Away whissed the drivers in preparation for the flying start.

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When they were sent off it was "no start," because some had forged ahead of the judges' stand. No time was to be wasted, so the men were brought back to begin the strenuous campaign of ten miles beneath a blazing sun at top speed, but even as a standing start would allow.

The first lap showed the superior qualities of the field and how seriously the men were striving for the cash rewards and for the privilege of calling the helmet their own. Aitken led at the end of the first lap, with the big Bens puffing close behind. Chevrolet, in his oddly constructed "Special," was third, and then came the Chadwick, Harroun in the Marmon, the Stoddard-Dayton and Wilcox in the Simplex. Burman, always a dangerous contender in a race, picked by many to retain the helmet, was not to be seen. An untimely accident had torn from his grasp chances to retain the honor won in a magnificent struggle here in May.

The National and the Bens had it hot and heavy on the second lap, and it was until the judges' stand was passed that the car which was destined to be victorious spin past the Indianapolis flyer with the speed of a cannon-ball. Harroun, the third, was in the running, with a fair prospect of landing the money. Chevrolet had met with motor trouble and retired while the Simplex also was forced from the field. The Chadwick was fourth and the Stoddard-Dayton pulled up last.

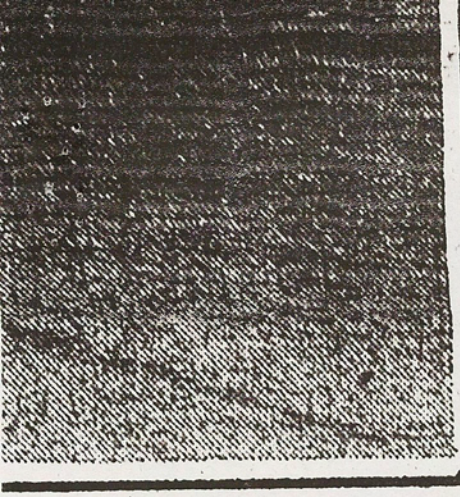
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At the end of the third lap the big Benz, carrying the cool Hearne, had taken a considerable lead, and barring accident, was a sure winner. Although covering the first five miles in the fast time of 3:40.3, was bothered by his valves and fell out. But Ray Harroun was coming along like a meteor. His exhaust barking in spirited fashion. There was a chance he would overtake the big Benz. The Stoddard-Dayton began to up in the rear.

On the last lap the Redouin made a valiant effort to catch up with the wagon, but he fell short and had to be content with second place. The Chadwick took third honors, the Dayton-Wright fourth. Hearne's time was 7:20.

Then came the fifty-mile race for the A. J. trophy, which is another of the famous tire concern's [illegible] Eleven cars faced [illegible]

CONTINUED ON PAGE 2, COLUMN







Helmet to Hearne.

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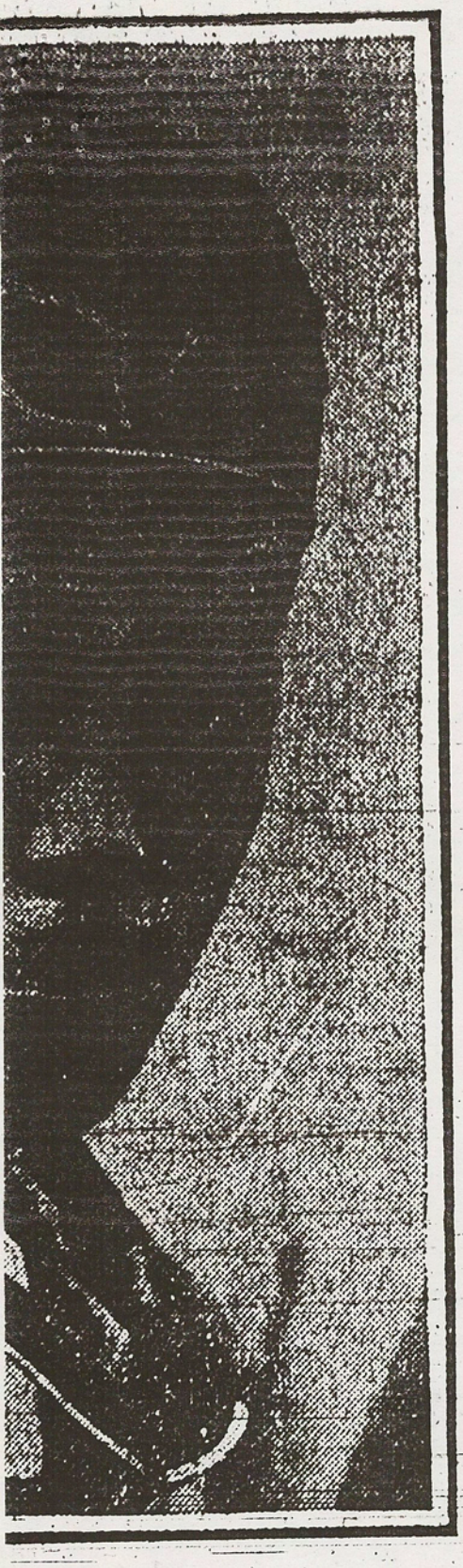
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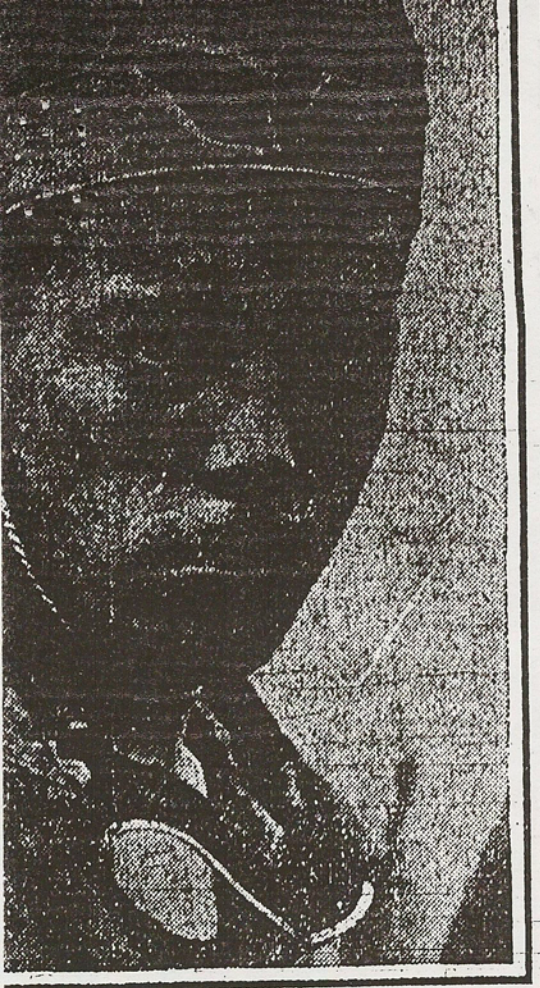
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The National and the Benz had it hot and heavy on the second lap, and not until the judges' stand was passed did the car which was destined to be victorious spin past the Indianapolis flyer with the speed of a cannon ball. Harroun, now third, was in the running, with a bare prospect of landing the money. Chevrolet had met with motor trouble and retired, while the Simplex also was forced from the field. The Chadwick was fourth and the Stoddard-Dayton pulled up last.

Aitken Forced Out.

At the end of the third lap the giant Benz, carrying the cool Hearne, had taken a considerable lead, and, barring accident, was a sure winner. Aitken, after covering the first five miles in the record time of 3:40.3, was bothered by his valves and fell out. But Ray Harroun was coming along like a meteor, his exhaust barking in spirited fashion. There was a chance he would overtake the fleet Benz. The Stoddard-Dayton again drew up in the rear.

On the last lap the Bedouin made a valiant effort to catch up with the Chicagoan, but he fell short and had to be content with second place. The Chadwick took third honors, the Dayton machine fourth. Hearne's time was 7:13.

Then came the fifty-mile race for the G & J trophy, which is offered by the famous tire concern of that name. Eleven cars faced Starter Wagner, all

CONTINUED ON PAGE 2, COLUMN

OLDS P. O. BACK

ILLE ROW GROWS

FOR NEW BUILDING, Y DEPARTMENT WILL ARD PENDING OUT- F SITE TANGLE.

N, July 1.—(Special)— & Sons of Evansville were rs today on the contract the Jeffersonville public bid being $58,797. The r was Connor Bros., Low- e bid was $67,600.

ay not be made for sev- the result of a protest citizens of Jeffersonville sent site. The petition- etary to hold up the award nvestigation can be made uations.

made to get legislation secretary of the treasury present site for another nd an amendment to this ted in the omnibus public the Senate by Senator quest of citizens of Jeffer- endment merely gave the e treasury authority to stion, but Representative Senator Shively, made the amendment and n conference.

Suspend Action.

opponents of the present ted so vigorously that the tment probably will sus- the bids and send a spe- ake another investigation question. The Treasury y desire to do just what a people and business in- sonville desire.

ce clerks in Indiana will ases, according to the an- the Postoffice Department follows:

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Big Fields Meet in Speedway Races

CONCLUDED FROM PAGE ONE.

the 231-300 cubic inch displacement class. Once more the speedy Buick team, Louis Chevrolet and Bob Burman, garnered the honors, showing their heels to the big field and romping home with ease at the end of the grueling competition. Ray Harroun gave promise of being a serious factor, but he was forced to retire.

Chevrolet led his teammate early in the race—for seven laps in fact—when Burman forged to the front. Then ensued a pretty struggle between the two renowned pilots for final supremacy. Burman passed the judges' stand a length in advance, after which the foreigner replaced him for three laps. Again positions were exchanged, but only for one appearnce before the stand.

Burman Finally Wins.

This see-sawing continued, Burman finally shooting in front of Chevrolet. He kept his lead for the last seven laps, constantly increased it, in fact, and climaxed a day of brilliant and almost unparalleled success with a clean-cut winning in his Marquette-Buick. His time for the fifty miles was 40:03 7-10.

At the end of the first lap Chevrolet, who headed the big procession, was seconded by Harroun; Joe Dawson, in a Marmon also, being third. Burman was content with fourth place, the Pope-Hartford, the Fals, the Warren-Detroit, the two Great Westerns and the Black Crow bringing up the rear in a broken field. The latter was soon incapacitated, and by the time it had made necessary repairs it was completely out of the race, although David Cook, the driver, made plucky efforts to overhaul the leaders.

By the second lap the race had resolved itself into a contest between the two men from Flint. Both Harroun and his teammate, Dawson, however, appeared to have a good fighting hope of landing inside the money. Ray was third on the second lap and Dawson fourth, but they exchanged positions on the next trip round the course, which proved the last for Harroun.

Dawson Falls Behind.

Chevrolet meantime had increased his advantage, leaving Burman and the Marmon pilot to fight it out for second honors. The two Fal cars, driven by L. Heineman of Chicago and W. Pearce of Chicago, kept plugging away, and their efforts were finally rewarded by "placing." About the sixth lap Dawson began falling behind, and when Burman passed Chevrolet, who was continuing his fast gait, it was felt there would be little chance for either first or second for any but Buick teamsters.

By the twelfth lap Dawson was one-half mile behind, but still pushing his machine with might and main. At the end of the next round he was forced to make repairs on his engine, and this loss of time cost the driver his potential chance to finish third or better. He had been lapped five times by the leaders when he perseveringly resumed the long grind. By that time Burman had gained first place, which he maintained until the checkered flag was flaunted in the face of the field of drivers. Chevrolet secured second place, while third and fourth went to the Fal cars.

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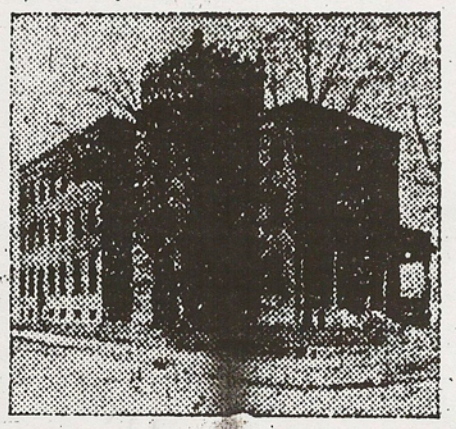
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DEATHS OF A DAY.

FORMER UNITED STATES SENATOR THOMAS B. TURLEY died at his home in Memphis yesterday after an illness of several weeks. He was 65 years old and was appointed to fill the vacancy in the Senate caused by the death of Senator Isham G. Harris; term expiring in 1903.

THE REV. S. S. CHAPIN, one of the oldest Episcopal ministers in Michigan, is dead at his home in St. Johns. He was 90 years old. In his early life he was a member of the firm which founded the publication known today as the Churchman.

FORMER CONGRESSMAN FRANK C. WACHTER, 49 years old, of Baltimore, Md., died yesterday. Mr. Wachter served four successive terms in Congress as the

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MOTOR RACES TEST CARS AND DRIVERS

Opening Day's Events at Speedway Best in History of Auto Racing Game.

NO ACCIDENT MARS MEETING

Three Contests Bring Forth Thrilling Competition and Try Skill of Pilots.

By Paul P. Willis.

Scotland links are famed for golf tourneys, Thames River for boat races, Churchill Downs for its Derbys, and even Reno now for prize fights, but Indianapolis has indisputably placed itself at the head in ability to attract, promote and conduct the world's best motor car races. Yesterday's events put the gilt edge on this reputation, as the races were conducted with more dispatch and success than any the motor wise have ever witnessed. Starter Fred J. Wagner never worked harder and the performance of the cars, and the work of technical committees, timers, judges, and all was with the accuracy of clock precision. No time was lost between events, and no dilly-dallying marked the contests as has often been the case in such speed battles elsewhere. In fact, motor racing has been reduced to a science at the local Speedway.

Three events stand out prominently, the fifteen-mile race, the handicap and the fifty-mile race. All were interesting and all brought forth every ounce of power in the cars and every bit of skill and nerve from the pilots.

Drivers Work With Cars.

Although most of the drivers have had ample time to "limber up" their cars they were as busy as bees making honey up until the last minute before the races

First Day's Winners at Motor Speedway

Event No. 1 (record trials, mile, kilometer, half mile, quarter mile)—Best time made by Buick (L. Chevrolet), mile :37.95, kilometer :22.43, half mile :17.54; Buick (Burman) quarter mile, :08.51.

Event No. 2. (five miles, for cars of 160 class—Herreschoff (Roberts), first; Empire (Meddock), second; Herreschoff (McCormick), third. Time, 5:30.61.

Event No. 3 (five miles, for cars of 161-230 class)—Buick (L. Chevrolet), first; Buick (Burman), second; Miller (Warren-Detroit), third. Time, 4:40.80.

Event No. 4 (ten-mile race for cars of 231-300 class)—Marquette-Buick (Burman), first; Marmon (Dawson), second; Marmon (Harroun), third. Time, 8:14.46.

Event No. 5 (fifteen miles, for 301-450 cars)—Marquette-Buick (Burman), first; National (Aitken), second; Marquette-Buick (Chevrolet), third. Time, 11:46.42.

Event No. 6 (ten miles for 451-600 class)—Alco (Grant), first; National (Wilcox), second; National (Greiner), third. Time, 8:03.09.

Event No. 7 (ten miles, free-for-all handicap)—Maytag (Sutcliffe), first, 3:50 handicap; Davis (Great Western), second, three-minute handicap; Warren-Detroit (Miller), third, handicap of 2:51. Maytag's running time, 10:01.78; handicap time, 6:11.78.

Event No. 8 (five miles for amateur drivers—National (Greiner), first; National (Tousey), second; only two starters. Time, 4:14.95.

Event No. 9 (ten miles free-for-all for Speedway helmet)—Benz (Hearne), first; Marmon (Harroun), second; Chadwick (Zengle), third. Time, 7:13.

Event No. 10 (fifty miles, 231-300 class, for G & J trophy—Marquette-Buick (Burman), first; Marquette-Buick (L. Chevrolet), second; Fal (Pearce), third. Time, 40:03.7.

5:30.61. It was the most patriotic so far as the colors of the cars are concerned. The two Herreschoffs are painted red, white and blue, and the little Empire red and white. This race was for five miles, eligible by cars with a piston displacement of one to 1.60 cubic inches. At the end of the first lap, two and one half miles, Metlock in Empire No. 4 crept to the front on the home stretch, with Roberts, in Herreschoff No. 19, a close second, and McCormick in Herreschoff No. 20, well distanced, third. Time for Empire for first lap, 2:51.08.

The race was won by the Herreschoff No. 19, which climbed a half car's length ahead of the Empire No. 4 on the home stretch, winning in the time of 5:30.61 for the five miles. The Herreschoff No. 20 was well in the rear.

Event 3—Five Miles.

Won by L. Chevrolet in Buick No. 35, time, 4:40.80. This race was for cars with 1.61 to 2.30 cubic inch piston displacement. Five machines faced the starter for the five-mile speed battle. The two Buicks, Nos. 36 and 35, got off well in the lead. At the end of the first lap they stood as follows in winning positions: Buick No. 35, L. Chevrolet; Buick No. 36, Burman; E-M-F, No. 26, Endicott; Warren-Detroit No. 24,

cars faced with deaf and the j of smoke. The car rate. Big and at th inevitable. ing to th Davis of Western won his d fourth pla tangled m ond place his E-M-F in the firs dicott, in Miller, in Black Cro mond T pire, No. a sensati down and No. 8, and last of th The tin cars as f being giv the handi —6:11.78; ty-six, 1 6:35.66; t sixteen, Event Greiner race was teurs, acc ican Auto Tousey w drove Na and won

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Drivers Work With Cars.

Although most of the drivers have had ample time to "limber up" their cars they were as busy as bees making honey up until the last minute before the races started. Fred J. Wagner, starter, famed from coast to coast, planted himself in the middle of the course and waved his checkered flag strenuously until the anxious pilots left the track. Race meetings have come and gone, but never before did the drivers work on their charges so persistently until the last second. All felt satisfied with the condition of the machines when the siren horns sent the clarion call out over the Speedway. Garage doors swung wide, and with the roaring of light artillery the cars kicked up their rubber shod heels and rushed on the track to the tape.

C. H. Warner of Beloit, Wis.; W. B. Inderrieden of Chicago, J. A. Barclay of this city and John Cox of Terre Haute presided in the judges' stand at the electric timing device. Mr. Cox has been drafted into service at every race meet for years and has become a permanent fixture at speed contests.

Time Trials Come First.

Emmitt Mettock, driving an Empire No. 4, started the afternoon's program. The little white car left the tape just as the Overland Automobile Company's Band began its afternoon concert. He made a mile in 1:02.70, a kilometer in :38.65, a half mile in :30.92 and a quarter of a mile in :15.37.

Aitken, in a National No. 8, next went against time. His big blue car contrasted vividly against the toy white Empire that preceded. He made a mile in :45.92, a kilometer in :25.99, a half mile in :23.62 and a quarter of a mile in :9.32.

Eddie Hearne, in his big ninety-horsepower Benz, with a mechanic frantically working the lubrication pump, drove his entry No. 22 in the following time: One mile, :39.64; one kilometer, :23.84; one-half mile, :18.86, and one-quarter mile in :9.29.

L. Chevrolet, in his odd-looking Buick, No. 42, made the following time: One mile, :37.95; one kilometer, :22.43; one-half mile, :17.54, and one-quarter mile in :8.60.

The second Buick, No. 43, with Wild Bob Burman, was next to take the bits of the winds in its mouth. These cars are special racing machines and have seating room for the driver only. Burman made the following time, not doing as good as Chevrolet: One mile, :38.45; one kilometer, :22.65; one-half mile in :17.66, and one-quarter mile in :8.51.

Zengle, in his Chadwick, No. 18, made the next spurts against time. He dropped a blower belt just as he reached the tape. His time was, one mile, :44.49; one kilometer, :26.61; one-half mile, :21.07, and one-quarter mile in :10.32.

The next car was an added entry, W. B. Tousley of Syracuse in a Simplex, No. 46. He made the following time: One mile, :49.80; one kilometer, :30.52; one-half mile, :24.32, and one-quarter mile in :12.21. This was his private car.

Make Second Attempts.

Those who desired a second attempt at the time trials were privileged to do so. Hearne, in his Benz, tried again but fell one-tenth of a second short of his first trial. His second trial was: One mile, :39.66; one kilometer, :24.19; one-half mile, :19.19, and one-quarter mile, :9.54.

Zengle, in his Chadwick, started again, but No. 22 was still on the track hitting the timing wires and Zengle's time could not be registered.

Burman, in his Buick, again tried for a better record. While he was "burning it" at a dizzy pace the Overland band was marched from the band stand by the judges' stand across the track to the covered grand stand out of the boiling hot sun. C. G. Fisher made this provision, which was greatly appreciated by the motor musicians. Burman did not do as well the second time as the first. While his time was being announced, Aitken in his National started again. Burman's second time was: One mile, :40.43; one kilometer, :24.18; one-half mile, :18.84, and one-quarter mile, :09.09.

Aitken lowered his first time and stepped from his car smiling, to learn his time was as follows: One mile, 41.75; one kilometer, 23.02; one-half mile, 20.21, and one-quarter mile, :09.80.

The second event of the day was won by Roberts in Herreschoff No. 19, time, the five miles. The Herreschoff No. 20 was well in the rear.

Event 3—Five Miles.

Won by L. Chevrolet in Buick No. 35, time, 4:40.80. This race was for cars with 1.61 to 2.30 cubic inch piston displacement. Five machines faced the starter for the five-mile speed battle. The two Buicks, Nos. 36 and 35, got off well in the lead. At the end of the first lap they stood as follows in winning positions: Buick No. 35, L. Chevrolet; Buick No. 36, Burman; E-M-F, No. 26, Endicott; Warren-Detroit No. 24, Miller and Maytag No. 2, Sutcliff. The two Buicks were neck and neck. The race finished in the same order, except the Warren-Detroit forced the E-M-F to exchange positions with it. Time for the five miles was 4:40.80.

Burman Wins Fourth Race.

Event four, ten miles, was won by Burman in a Marquette-Buick, time, 8:14.46. Nine cars entered this ten-mile struggle. It might well be called the rainbow race, as the cars looked striking before oil and dirt of the grueling race soiled their red, orange, white, black and yellow bodies. This event was for cars of 231 to 300 cubic inches piston displacement. It was a formidable array of racing talent that crouched behind the wheels of the several cars. Not one driver carried a mechanician. Burman in his Marquette-Buick, and Dawson in a Marmon, got off at the start in the lead of the others. They soon spread out in a long line with wide stretches of daylight between all. They finished the first lap as follows: Burman in Buick 38, Dawson in Marmon 33, Harroun in Marmon 34, Pearce in Fal 45, fourth.

The fifth car, Heineman in Fal 44, was far behind with Moore in Great Western 14, next; Cook in Black Crow 16 next; L. Chevrolet was eighth in his Buick 37, and Davis in Great Western 15, came last. L. Chevrolet did some fancy piloting the next two and a half miles, and at the end of the second lap he had passed three cars and held fifth place. Burman led this lap. No. 15 dropped out in the third lap because of a blown out plug. The time for the first five miles was 4:11.70. Burman came first at the end of ten miles, making a new American Speedway record in time of 8:14.46. Dawson passed Harroun in his Marmon and came second, time of 8:25.0 and Harroun came third, time of 8:26.35.

Fifth Is Spectacular.

The fifth event, fifteen miles, also was won by Burman in a Marquette Buick, 40; time 11:46.42.

This was, in the opinion of many veterans of the motor race course one of the best contested events ever witnessed. It was for fifteen miles' distance and for cars with 301 to 450 cubic inches piston displacement. Burman jumped from fifth place at the end of the first lap to the first at the end of the sixth lap. Aitken jumped from fourth place in the first lap with his National 7 to second at the finish. L. Chrevolet, in his Buick 39, fell from second place in the first lap to third at the finish, and Wilcox in his National 1 came fourth and Harroun in Marmon 31 came last and far in the rear. Kincade in National 6 dropped out of the race in the third lap.

It was stated that some of the drivers had been using high test gasoline for practice during the cool hours of the early morning and that this was too hot for the cars in the boiling sun and that they had trouble in getting their carburetors adjusted. The time for Burman for the fifteen miles was 11:46.42, the time for Aitken was 11:48.78 and the time for L. Chrevolet was 11:48.97.

The sixth event, ten miles, was won by Grant in his Alco 27, time 8:03.09.

This event was for cars with cubic inch piston displacement between 451 and 600. Grant, the winner of the last Vanderbilt, led during the entire ten miles. He alone carried a mechanican with him.

At the end of the first five miles Grant led with time of 4:09.85. Wilcox in his National 1 climbed from third place in the first lap to second at the finish. Greiner in his National 12, who came second in the first three laps, dropped to third at the finish.

Handicap Race Confusing.

Event seven was a ten-mile free-for-all handicap. It was won by Sutcliffe in his Maytag No. 2. Time for actual running was 10:01.78, and the handicap time was 6:11.78.

This race was the most confusing for the timers and judges of any ever conducted here. The first cars off passed the judges' stand on their second lap before seven others had started. Twenty-one

race because of trouble in the Wilcox, driving a Simplex No. forced to quit in the third lap. was supposed to be from a ro

but some of the entries were when the others went away a Wagner made the second sta stand. Hearne led by a big m Harroun, and the latter put much distance between himse others, who were bunched.

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This fifty-mile event was for trophy and proved to be a Bui As L. Chevrolet and Burman and neck the entire way for Chevrolet came second in 40:07. in his Fal 45, came third in 45

One remarkable feature event was that a single car to change tires and not on marred the long test. The men were ready in the Ove car in case of an accident, usually expected in the lon events. The lack of seriou argues well for the track as skillful drivers. The cars t and their order follow: Nos. quette-Buick; 37, Marquette Fal; 3, Pope-Hartford; 44, Fa Western, and 15, Great West

The cars stood as follows a miles, time being given for t ten miles—37, 38, 34, 45, 3, 4 16; time 8:17.81. Twenty m 34, 45, 44, 24, 14, 15, 3, 16; t Thirty miles—38, 37, 34, 45, time 24:19.1. Forty miles—38 3, 14, 15, 34; time 32:16.05. F 38, 37, 45, 3, 44, 14, 15; time

HARLEY GIBBS SETTL BUYS NIEMEYER PI

New Organization Plans Erec ern Brick Building to Se Permanent Home.

The Harley Gibbs Settlen porated Thursday, has pu Henry Niemeyer property, Washington street, and will sion early next week. The c property will be utilized ten the work of the settlement, pected that a new building w ed in the near future.

Incorporators of the settlem H. Talge, C. S. Grout, Howa Herbert L. Whitehead, Georg Mrs. Martha E. Wilson, Mrs nelius, Mrs. J. A. J. Cuttin Jenny H. I. Gibbs. At a re the following officers were ele dent, John H. Talge; vice L. Whitehead; treasurer, H secretary, Mrs. Martha E. superintendent, Mrs. Jenny

The settlement has been w ters since removing from 909 ington street. John H. Talg W. Brown were members of t which purchased the Niemey The executive committee is brick building to include a ligious services, a room for dergarten, day nursery, boys' gymnasium and bathrooms. cottage will then be used home.

PROPHESIES VICTORY PROGRESSIVE REPU

Former Interior Secretary clares Special Interests Mu Out of Politics.

CLEVELAND, O., July 1.— today an invitation to spea New Progressive Republican of Cleveland on July 11, Ja field, former secretary of the warm friend of Theodore Roo the organization a letter def titude on progressive Repub

"It is timely to consider w progressive means and wh calls for," wrote Mr. Garfi who seek to drive the pro of the Republican party are conditions and needs of our partisans would save the w the spirit."

After describing the leaders as progressives, continued:

"Today political liberty is the life of the nation is t great special interests, whic trol our political activities f benefit, regardless of the c There is no half-way ground

RACES TEST AND DRIVERS

...y's Events at Speed- ...t in History of Auto ...acing Game.

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Event No. 5 (fifteen miles, for 301-450 cars)—Marquette-Buick (Burman), first; National (Aitken), second; Marquette-Buick (Chevrolet), third. Time, 11:46.42.

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The race was won by the Herreschoff No. 19, which climbed a half car's length ahead of the Empire No. 4 on the home stretch, winning in the time of 5:30.61 for the five miles. The Herreschoff No. 20 was well in the rear.

Event 3—Five Miles.

Won by L. Chevrolet in Buick No. 35, time, 4:40.80. This race was for cars with 1.61 to 2.30 cubic inch piston displacement. Five machines faced the starter for the five-mile speed battle. The two Buicks, Nos. 36 and 35, got off well in the lead. At the end of the first lap they stood as follows in winning positions: Buick No. 35, L. Chevrolet; Buick No. 36, Burman; E-M-F, No. 26, Endicott; Warren-Detroit No. 24, Miller and Maytag No. 2, Sutcliff. The two Buicks were neck and neck. The race finished in the same order, except the Warren-Detroit forced the E-M-F to exchange positions with it. Time for the five miles was 4:40.80.

Burman Wins Fourth Race.

Event four, ten miles, was won by Burman in a Marquette-Buick, time, 8:14.46. Nine cars entered this ten-mile struggle. It might well be called the rainbow race, as the cars looked striking before oil and dirt of the grueling race soiled their red, orange, white, black and yellow bodies. This event was for cars of 231 to 300 cubic inches piston displacement. It was a formidable array of racing talent that crouched behind the wheels of the several cars. Not one driver carried a mechanician. Burman in his Marquette-Buick, and Dawson in a Marmon, got off at the start in the lead of the others. They soon spread out in a long line with wide stretches of daylight between all. They finished the first lap as follows: Burman in Buick 38, Dawson in Marmon 33, Harroun in Marmon 34, Pearce in Fal 45, fourth.

The fifth car, Heineman in Fal 44, was cars faced the tape and the air was filled with deafening noise from the exhausts and the judges were blinded in the clouds of smoke.

The cars shifted positions at a dizzying rate. Big ones rushed, passed little ones and at times disastrous collisions seemed inevitable. No. 2 held the lead accounting to time for the entire ten miles. Davis of Winchester, Ind., in his Great Western No. 15, driving his maiden race, won his deserved laurels by climbing from fourth place in the first lap of the entangled mass of rushing creations to second place at the finish. H. Endicott, in his E-M-F No. 26, climbed from fifth place in the first lap to third at the finish. Endicott, in Cole No. 24, then came fourth; Miller, in Warren-Detroit, fifth; Cook, in Black Crow No. 16, sixth; Hearne, in Diamond T No. 16, seventh; Merz, in Empire, No. 4, came eight; Aitken, who made a sensational drive at the start, slowed down and finished ninth in his National No. 8, and Pearce, in his Fal No. 45, came last of the cars to finish.

The time was taken for the first six cars as follows: The actual running time being given first and by deducting 3.50 the handicap time is given: Two, 10:01.78—6:11.78; fifteen, 10:23.95—6:33.95; twenty-six, 10:24.96—6:34.16; ten, 10:25.66—6:35.66; twenty-four, 10:30.60—6:40.60, and sixteen, 10:37.47—6:47.47.

Event eight, five miles, was won by Greiner in his National "twelve." This race was open only to registered amateurs, according to the rules of the American Automobile Association. Greiner and Tousey were the only entrants and they drove Nationals. Griener led all the way and won in time of 4:14.95.

Hearne Wins Helmet Race.

Event nine, ten miles free-for-all open race, was won by Hearne in his Benz, "twenty-two;" time, 7:13 flat. This was the Speedway Helmet, formally held by Burman. This time the first owner was unable to even complete the race for the maintaining of his valuable trophy.

Eight cars started and they finished as follows: Hearne, in Benz No. 22, first; Harroun, in Marmon No. 32, second, and Zengle, in Chadwick No. 18, third. The time for Harroun was 7:22.70, and for Zengle, 7:39.65. Burman, in Buick No. 43, was forced to drop out in the first lap. Hearne was second in the first lap and first in the remaining three. Harroun was fifth in the first lap, third in the second lap and second in the last two. Zengle was fourth until the last lap. Aitken, in his National No. 8, was leading at a fast gait in the first lap, dropped to second in the second lap and quit the race because of trouble in the third lap. Wilcox, driving a Simplex No. 46, was forced to quit in the third lap. The race was supposed to be from a rolling start, but some of the entries were not ready when the others went away and Starter Wagner made the second start from a stand. Hearne led by a big margin from Harroun, and the latter put about as much distance between himself and the others, who were bunched.

Event 10, fifty miles, was won by Burman in a Marquette-Buick "38." Time, 40:03.7.

This fifty-mile event was for the G & J trophy and proved to be a Buick contest, as L. Chevrolet and Burman fought neck and neck the entire way for first place. Chevrolet came second in 40:07.61. Pearce, in his Fal 45, came third in 45:12.83.

One remarkable feature about this event was that a single car was forced to change tires and not one accident marred the long test. The newspaper men were ready in the Overland press car in case of an accident, as they are usually expected in the long grueling events. The lack of serious mishaps argues well for the track as well as the skillful drivers. The cars that finished and their order follow: Nos. 38, Marquette-Buick; 37, Marquette-Buick; 45, Fal; 3, Pope-Hartford; 44, Fal; 14, Great Western, and 15, Great Western.

The cars stood as follows at every ten miles, time being given for the first car; ten miles—37, 38, 34, 45, 3, 44, 24, 14, 15, 16; time 8:17.81. Twenty miles—38, 37, 34, 45, 44, 24, 14, 15, 3, 16; time 16:21.5. Thirty miles—38, 37, 34, 45, 44, 14, 15, 3; time 24:19.1. Forty miles—38, 37, 45, 44, 3, 14, 15, 34; time 32:16.05. Fifty miles—38, 37, 45, 3, 44, 14, 15; time 40:03.7.

HARLEY GIBBS SETTLEMENT

NEWS OF COU

SUPREME COURT. ABSTRACTS AND ACTIO

—Negligence—Common Usage—E

21414. William Laurie Company lough. Marion. S. C. Reheari Montgomery, J. (1) Where app fendant) sought to show at the extent and character of the u goods stores of the oil used by as a floor dressing at the time tiff's (appellee's) injury, and t in common use in dry goods sto city where defendant's store w and all such evidence was excl objections that it was "incomp material and does not tend to issue," appellant's counsel can peal take advantage of an o such evidence not suggested in court, as that such users of th not shown to be reasonably pr unless the evidence so excluded festly incompetent on any theo an article, such as a floor dr been designed for a particula adopted and actually put in co general use in the way intende by an individual is not alone basis for a charge of negligen was competent to show that t been long in use on floors an accidents substantially like pl jury had resulted from its use

—Double Negligence—Proof—F

21714. Southern Railway Compa Pauw. Floyd C. C. Affirmed. (1) Where the burning of plai erty was alleged by reason of leged negligent acts of defend using defective and improperl locomotives, and (b) improperl them, the plaintiff was entitled ment for his damages on estab the fire was caused by defend defective locomotives, althoug specially found they were p and operated by competent en The finding as to competent an ing outside the issues, must be (3) The finding that the locomo run and operated properly" st and not a mere conclusion.

—Intoxicating Liquors—Druggis Application.—

21606. Ryan vs. state of Indian C. C. Affirmed. Monks, C. J. vs. state, 99 Ind. 89 followed a ion adopted to the effect that toxicating liquors are absolutel by druggists (at all times, 8352, Burns 1908) to be drunk age; and that a druggist seekin a sale of whisky as made fo purposes has the burden to pro sale was so made to such a per was really lawful. (2) It is to a prosecution for the sale ing liquor by a druggist, w strict compliance, to show that in good faith for medicina (3) Sec. 8352, Burns 1908, d mit a druggist to sell intoxica for any purpose upon a print tion of a physician or of the purchaser, but if the purchaser's application be written and signed by suc (4) No sale can lawfully be purchaser's signed application personally known to the druggis by him not to be in the habit toxicating liquors as a beverag an application, to protect the selling thereon, must specify a pose for which it is to be used dicinal, scientific or industrial, three disjunctively. (6) It m as well as signed by the (7) The date of the sale mus written thereon by the per such sale, or he will not b (8) The application must be s purchaser's full and correct na an assumed name will not seller.

—Surviving Husband's Election Statute.—

21715. Stiers et al. vs. Mundy C. C. Affirmed. Monks, C. J amendment, in 1901, of Sec. 1904, being Sec. 2 of the ame of 1899, p. 71, by making read that "if the wife shall will her surviving husband sh der the will unless he shal election," etc. (Burns, 1901, Se valid and controlled all other sistent therewith, including 1891, p. 71 (Burns, 1901, Sec That such proviso refers to general to the particular sec ports to amend does not rend stitutional, such matters being

Records Fall in Auto Races

BURMAN LOWERS 8 OF 10 RECORDS

Buick Pilot, Grabbing Chief Honors, Travels at Rate of 105.87 Miles Per Hour.

HERRESHOFF SETS MARK

Makes Fast Time for Small Cars, While Chevrolet Also Cuts Speedway Figure.

By H. C. Deupree.

"Wild Bob" Burman lurched past the grand stand at the appalling rate of 105.87 miles per hour yesterday in the quarter-mile sprint, the first event on the program, and so began a demonstration of fearless high speed driving which made the first day of the July race meeting on the Indianapolis Motor Speedway a virtual field day for the intrepid man from Flint. Of ten new reocrds, which the bitter competition on the vitrified surface brought forth, the great Buick pilot created eight of them and one other went to his teammate, Louis Chevrolet, while Herreshoff, driving one of the little barber-pole colored cars of that make, established a new record for the cars under the 160 cubic inch piston displacement.

Piloting the big Buick Special, black, low hung and ominous, with 100 surging horses or more under the snout emblazoned with the glaring figure of a buck's head, Robert Burman reeled off the fastest time in the time trials when he added the time of :08⅕ for the one-quarter mile to the list of world's records. This was the only new mark established in the free-for-all class, as the big Buicks which raced mightily over the kilometer course were a scant fraction of a second below the wonderful time made by Barney Oldfield and his 200-horse-power Benz at the May meeting.

Herreshoff Wins.

Only the "kilo" and mile sprint records made by Barney in his famed exhibitions remained of the many new records made in May, after the Buicks had finished yesterday, excepting for those distances which were not run yesterday, namely above fifty miles.

The Herreschoff established the first mark for cars of its class at the five-mile distance when it raced away with the second event on the program in the fast time of 5:30.61, an average of 55.44 miles per hour. This is fast time, considering that less than 160 cubic inches piston displacement was developing the power to hurl the little car, gay with its patriotic colors, around the two-and-one-half-mile course.

L. Chevrolet, the husky French-Swiss driver, whisked away in the little Buick "ten" to a new record in the five-mile competition for cars open to the 161-230 cubic inch piston displacement class. His time for the distance was 4:40.8 lowering the mark made by the same driver in the same class event during the May races. The speedy white car averaged 64.1 miles per hour in this event.

Beginning at the twenty-mile post when he was sorely pressed by the flying Marmon, Burman hummed across the line in 16:21.5, an average speed of 73.36 miles per hour, and snatched the honor of holding the mark for this distance from Ray Harroun, who posted a new record of 17:10.70 in the Remy Brassard race on the Indianapolis course during the May contests.

Smashes Another Mark.

At thirty miles Burman toppled over another mark held by Harroun and the Marmon. The Marquette-Buick sailed onward, hard pressed, at an increased rate of 74.02 miles per hour. At forty miles another mark of Harroun's fell before the onslaught of the aroused Burman, who drove with calm skill, born of long experience, and which belied the death-defying pace.

Within sight of the goal and the renewal of the hold on the beautiful trophy rising before him, Burman, then laps ahead, gave his sturdy car more gasoline and the wind of the on-rushing car whipped the checkered flag at a pace of 74.89 miles per hour. Burman's time for the half century was 40 minutes 3.1 seconds, practically two seconds better than the time of Ray Harroun in the Brassard race at the May motor battles on the Speedway.

The fastest time of the day, made in the free-for-all, went to Eddie Hearne's big Benz, the very same which Oldfield drove here last August. The intrepid youngster from Chicago, late an amateur, without being pressed the last five miles, hurled the great German car four times around the two and one-half miles course in 7 minutes 13 seconds.

Hearne averaged 83.14 miles per hour for the ten miles, but did not equal the ten-mile mark posted by Robertson at Los Angeles with the big Simplex. However, Hearne was not pressed when the Buick specials, great National "six" and

New Auto Records Regardless of Class

One-fourth Mile, Time Trials—Buick (Burman). Time, :08.5. (No previous record). Average, 105.87 miles per hour.

—Under 160-Cubic-Inch Class.—

Five Miles—Herreschoff (Herreschoff). Time, 5:30.61. (No previous mark for class.) Average, 55.44 miles per hour.

—161-230-Cubic-Inch Class.—

Five Miles—Buick (L. Chevrolet). Time, 4:40.8. (Lowering time of 4:41.77, made by Chevrolet in Buick at Indianapolis in May.) Average, 64.1 miles per hour.

—231-300-Cubic-Inch Class.—

Ten Miles—Buick-Marquette (Burman). Time, 8:14.4. (Lowering time of 8:16.8, made by Harroun in Marmon at Indianapolis.) Average, 72.46 miles per hour.

Twenty Miles—Buick-Marquette (Burman). Time, 16:21.5. (Lowering mark of 17:10.70, made by Chevrolet in Buick at Atlanta.) Average, 73.36 miles per hour.

Thirty Miles—Buick-Marquette (Burman). Time, 24:17.1. (Lowering mark of 26:06.11, made by Harroun in Marmon at Indianapolis.) Average, 74.02 miles per hour.

Forty Miles—Buick-Marquette (Burman). Time, 32:06.5. (Lowering record of 34:25.4, made by Harroun in Marmon at Indianapolis).

Fifty Miles—Buick-Marquette (Burman). Time, 40:03.1. (Lowering mark of 42:03, made by Harroun in Marmon at Indianapolis.) Average, 74.89 miles per hour.

—301-450-Cubic-Inch Class.—

Ten Miles—Buick-Marquette (Burman). Time, 7:56.45. (Lowering mark of 7:57.1, made by Aitken in National at Atlanta.) Average, 75.55 miles per hour.

Fifteen Miles—Buick-Marquette (Burman). Time, 11:46.4. (No previous mark.) Average, 76.45 miles per hour.

FASTEST TIMES.

—Free-For-All.—

Buick Special, 100 Horse Power—One-quarter mile. Time, :08.5. Average, 105.87 miles per hour.

Benz Special, 120 Horse Power—Ten miles. Time, 7:13. Average, 83.14 miles per hour.

—Stock.—

Marquette-Buick, 301-450 Cubic Inch Class—Fifteen miles. Time, 11:46.4. Average, 76.45 miles per hour.

LEADERS CAPTURE BOTH

TWICE DEFEAT HIGHLANDERS

ATHLETICS WIN DOUBLE-HEADER 2 TO 0 AND 4 TO 3—COOMBS AND FORD HAVE PITCHERS' DUEL IN OPENER.

PHILADELPHIA, Pa., July 1.—Philadelphia won both games of a double-header from New York today. Coombs and Ford had a pitchers' battle in the first game. In the second game Plank was hit hard, but sensational fielding kept the score down until the eighth inning, when Bender went in and saved the game. Scores:

FIRST GAME.

N. Yk.	AB	H	O	A	E	Phila.	AB	H	O	A	E
Hmphl,cf	5	1	0	0	0	Strunk,cf.	4	2	1	0	0
Wolter,rf	3	0	0	0	0	Oldring,lf.	1	1	2	0	1
Chase,1..	4	0	10	3	1	Collins,2..	4	1	3	2	0
Daniels,lf	4	1	2	0	0	Baker,3..	3	0	4	0	0
Gardner,2	3	1	5	3	0	Davis,1..	1	0	8	1	0
Knight,s.	3	1	2	1	0	Murphy,rf	3	2	2	0	1
Austin,3..	4	1	0	0	0	Barry,s..	2	0	5	1	2
Sweney,c.	4	1	5	1	0	Lapp,c....	3	0	7	1	0
Ford,p...	3	1	0	6	0	Coombs,p.	3	0	0	3	0
*Laporte.	1	0	0	0	0						
Totals.	34	7	24	14	1	Totals..	24	6	27	8	4

*Batted for Ford in ninth.

Philadelphia.....	0	0	1	0	0	0	0	1	*—	2
New York.....	0	0	0	0	0	0	0	0	0—	0

Runs—Strunk, Oldring. Three-base hits—Hemphill 2. Sacrifice hits—Oldring 2, Davis, Barry. Stolen bases—Daniels 2, Oldring. Left on bases—New York, 10; Philadelphia, 5. Bases on balls—Off Ford, 2; off Coombs, 3. First base on errors—New York, 3. Hit by pitcher—By Ford, Oldring. Struck out—By Ford, 4; by Coombs, 6. Wild pitch—Coombs. Time—2:05. Umpire—O'Loughlin.

N. Yk.	AB	H	O	A	E	Phila.	AB	H	O	A	E
Hmphl,cf	5	0	1	0	0	Strunk,cf.	2	0	1	0	0
Wolter,rf.	2	0	0	0	0	Hartsel,lf.	2	0	3	0	0
Laport,rf.	2	0	0	0	0	Oldrg,lf-cf	4	2	1	0	0
Chase,1..	4	2	13	2	0	Collins,2..	3	2	1	2	0
Daniels,lf	3	2	1	0	0	Baker,3..	3	2	2	0	0
Gardner,2	4	1	1	4	0	Davis,1..	3	1	13	0	0
Knight,s.	3	1	4	1	0	Murphy,rf	2	1	1	1	1
Austin,3..	4	1	2	4	0	Barry,s....	2	0	0	2	0
Mitchell,c	4	2	2	2	1	Donahu,c.	3	0	5	2	0
Quinn,p..	0	0	0	0	0	Plank,p..	2	0	0	3	0
Maning,p	2	1	0	3	0	Bender,p.	0	0	0	1	0
*Cree....	0	0	0	0	0						
†Sweeney.	1	0	0	0	0						
Totals.	34	10	24	17	1	Totals..	26	8	27	11	1

*Batted for Quinn in second. †Batted for Manning in ninth.

New York.....	0	2	0	0	0	0	1	0	0—	3
Philadelphia.....	3	0	0	0	0	1	0	0	*—	4

Runs—Gardner, Knight, Austin, Oldring, Collins, Baker 2. Two-base hits—Daniels, Gardner, Chase. Three-base hits—Baker, Knight. Home run—Baker. Hits—Off Quinn, 4 in 1 inning; off Manning, 4 in 7 innings; off Plank, 9 in 7 innings (none out in eighth); off Bender, 1 in 2 innings. Sacrifice hits—Knight, Collins, Daniels. Stolen bases—Oldring, Collins. Double plays—Mitchell to Austin; Gardner to Chase. Left on bases—New York, 7; Philadelphia, 2. Bases on balls—Off Quinn, 1; off Plank, 1. Hit by pitcher—By Manning, Barry, Plank. Struck out—By Qiunn, 1; by Manning, 1; by Plank, 2; by Bender, 2. Time—1:40. Umpire—O'Loughlin.

WHITE SOX OPEN PARK.

Lose First Game on New Diamond to St. Louis, 2 to 0.

CHICAGO, July 1.—St. Louis defeated Chicago 2 to 0 today in the first game played in the new American League park. Pelty pitched an excellent game, while Walsh was not so effective. Sullivan caught his first game of the season for Chicago. He has been out of the game with an injured foot since the training trip. An enormous crowd saw the game. Many baseball celebrities helped open the park with appropriate ceremonies. Score:

Chi.	AB	H	O	A	E	St. L.	AB	H	O	A	E
Zeider,2..	1	0	0	1	0	Stone,lf...	4	3	0	0	0
French,2.	3	0	1	0	0	Hartzell,3	2	0	2	3	0
Brown,cf	4	1	3	0	0	Wallace,s.	4	1	2	3	0

while Herreshon, driving one of the little barber-pole colored cars of that make, established a new record for the cars under the 160 cubic inch piston displacement.

Piloting the big Buick Special, black, low hung and ominous, with 100 surging horses or more under the snout emblazoned with the glaring figure of a buck's head, Robert Burman reeled off the fastest time in the time trials when he added the time of :08⅕ for the one-quarter mile to the list of world's records. This was the only new mark established in the free-for-all class, as the big Buicks which raced mightily over the kilometer course were a scant fraction of a second below the wonderful time made by Barney Oldfield and his 200-horse-power Bens at the May meeting.

Herreshoff Wins.

Only the "kilo" and mile sprint records made by Barney in his famed exhibitions remained of the many new records made in May, after the Buicks had finished yesterday, excepting for those distances which were not run yesterday, namely above fifty miles.

The Herreschoff established the first mark for cars of its class at the five-mile distance when it raced away with the second event on the program in the fast time of 5:30.61, an average of 55.44 miles per hour. This is fast time, considering that less than 160 cubic inches piston displacement was developing the power to hurl the little car, gay with its patriotic colors, around the two-and-one-half-mile course.

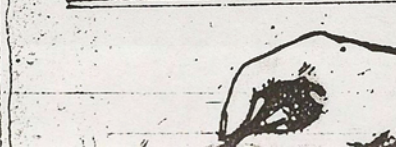
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All other records of the day went to Burman, who opened the throttle of the Marquette-Buick stock cars and hummed swiftly to victory in consistent flights, leaving big cars and little, and old records trailing behind. Flushed with the thrill of his success in the sprint trials, "Wild Bob" brought home the Marquette-Buick in the ten-mile event for cars in the 231-300 cubic inch piston displacement at the reckless speed of 72.46 miles per hour, and robbed Ray Harroun and his Marmon of a laurel for this distance, when Ray covered the stretch in 8 minutes 16.8 seconds at the Indianapolis course during the May carnival. Burman's time for this event was 8:14.4.

Wild Bob Fairly Flies.

The fifteen-mile dash around the glistening circuit in the 301-450 cubic inch class brought out the same story. At ten miles Burman and his Marquette-Buick, pushed by the fast-flying cars at his heels, chipped a few seconds from the record made by Aitken in the National at Atlanta. The checkered flag fell on him at the finish, hurtling past the grand stand at the remarkable speed of 76.45 miles per hour, the fastest made by a stock car in competition during the afternoon of thrilling sport. This was the first time, according to the official list, in which a car had been properly clocked at the fifteen-mile distance, and so Burman did not trample upon the feelings of some other pilot when he annexed the record.

Then came the last event on the program, the fifty-mile flight for the G & J trophy which the Buick squadron carried to the lair at Flint during the first competition for the handsome tire reward on the Speedway last fall. Embittered by the loss of the Speedway Helmet, the $50 per week trophy which he won in May, Burman set his teeth and launched the Marquette-Buick at high speed.



Marquette-Buick, 301-450 Cubic Inch Class—Fifteen miles. Time, 11:46.4. Average, 76.45 miles per hour.

Beginning at the twenty-mile post when he was sorely pressed by the flying Marmon, Burman hummed across the line in 16:21.5, an average speed of 73.36 miles per hour, and snatched the honor of holding the mark for this distance from Ray Harroun, who posted a new record of 17:10.70 in the Remy Brassard race on the Indianapolis course during the May contests.

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Hearne averaged 83.14 miles per hour for the ten miles, but did not equal the ten-mile mark posted by Robertson at Los Angeles with the big Simplex. However, Hearne was not pressed when the Buick specials, great National "six" and Chadwick "six" ceased to be competitors. The Marmon Wasp made a magnificent showing in this event and was a good second to the Benz, but the 467.1 cubic inches of power developing chambers could not successfully cope with the great cylinders of the Benz, which have a piston displacement of 995.4 cubic inches.

CITY TENNIS TOURNAMENT WILL BE LAUNCHED TODAY

Marked by Large Entry List and Embodying Many Present and Former Title Holders.

The annual city tennis tournament will open on the courts of the local association at Winona Technical Institute today at 1:30. The entry list is the biggest in the history of the annual racket event and will embody such cracks as Fred Appel, former state and present city champion and the star of the Princeton 1905-06 team; Ayres of Michigan's team of this year, Charles C. Coffin Jr. and E. R. Hunt, the Sunday school champions of Marion County; Thomas of Butler, present Indiana intercollegiate champion; Trask, former Yale star and runner up in the last state and city tourneys, and "Hence" Orme, referee and also entrant, who has the distinction of being the best-known player in the city and also possessor of quite a reputation nationally.

Contestants must report to the referee Saturday at 1:30, Monday at 2 or Tuesday at 3. All contestants not reporting before 3 o'clock Tuesday will be defaulted. The winner and runner up will receive silver loving cups. Mel Gilpin, the ground keeper, reports the courts to be in the best shape since the association's organization and this will insure fast play in all the matches.

The results of the drawing were: Russel Wilson, a bye; Appel, a bye; Yule vs. Ketcham, Charles Coffin Sr. vs. Bixby, Ayres vs. Allen, Kipp vs. Charles Coffin Jr., Rice vs. Hunt, Thomas vs. Varin, Hapgood vs. Mann, Walker vs. Igowa, Baker vs. Romney Wilson, Trask vs. Davis, Nichols vs. Palmer, Orme vs. R. D. Pratt, McKay vs. a bye, Hoag a bye. The doubles follow: Igowa and Shibusma vs. Appel and Trask, Yule

Laport,rf.	2	0	0	0	0	Oldrg,lf-cf	4	2	1	0	0
Chase,1..	4	2	13	2	0	Collins,2..	3	2	1	2	0
Daniels,lf	3	2	1	0	0	Baker,3..	3	2	2	0	0
Gardner,2	4	2	1	5	0	Davis,1	2	1	13	0	0
Knight,s.	3	1	4	1	0	Murphy,rf	2	1	1	1	1
Austin,3..	4	1	2	4	0	Barry,s...	2	0	0	2	0
Mitchell,c	4	2	2	2	1	Donahu,c.	3	0	5	2	0
Quinn,p..	0	0	0	0	0	Plank,p..	2	0	0	3	0
Maning,p	2	1	0	3	0	Bender,p.	0	0	0	1	0
*Cree....	0	0	0	0	0						
†Sweeney.	1	0	0	0	0						
Totals.	34	10	24	17	1	Totals..	26	8	27	11	1

*Batted for Quinn in second. †Batted for Manning in ninth.

New York.....	0	2	0	0	0	0	1	0	0	0	—3
Philadelphia.....	3	0	0	0	0	0	1	0	0	*	—4

Runs—Gardner, Knight, Austin, Oldring, Collins, Baker 2. Two-base hits—Daniels, Gardner, Chase. Three-base hits—Baker, Knight. Home run—Baker. Hits—Off Quinn, 4 in 1 inning; off Manning, 4 in 7 innings; off Plank, 9 in 7 innings (none out in eighth); off Bender, 1 in 2 innings. Sacrifice hits—Knight, Collins, Daniels. Stolen bases—Oldring, Collins. Double plays—Mitchell to Austin; Gardner to Chase. Left on bases—New York, 7; Philadelphia, 2. Bases on balls—Off Quinn, 1; off Plank, 1. Hit by pitcher—By Manning, Barry, Plank. Struck out—By Qiunn, 1; by Manning, 1; by Plank, 2; by Bender, 2. Time—1:40. Umpire—O'Loughlin.

WHITE SOX OPEN PARK.

Lose First Game on New Diamond to St. Louis, 2 to 0.

CHICAGO, July 1.—St. Louis defeated Chicago 2 to 0 today in the first game played in the new American League park. Pelty pitched an excellent game, while Walsh was not so effective. Sullivan caught his first game of the season for Chicago. He has been out of the game with an injured foot since the training trip. An enormous crowd saw the game. Many baseball celebrities helped open the park with appropriate ceremonies. Score:

Chi.	AB	H	O	A	E	St. L.	AB	H	O	A	E
Zeider,2..	1	0	0	1	0	Stone,lf...	4	8	0	0	0
French,2.	3	0	1	0	0	Hartzell,3	2	0	2	3	0
Brown,cf	4	1	3	0	0	Wallace,s.	4	1	2	3	0
Collins,rf.	2	0	2	1	0	Newnam,1	3	1	11	0	1
Block,c..	1	0	1	1	0	Switzer,cf	3	1	0	0	0
Dgrhrty,lf.	4	1	1	0	0	Hofman,rf	3	0	1	0	0
Gandil,1..	4	0	5	1	0	Trusdale,2	3	1	5	2	0
Purtell,3.	4	0	2	1	0	Killifer,c.	3	0	6	4	1
Blckbrn,s	3	2	2	2	0	Pelty,p...	3	0	0	5	0
Sullivan,c	1	0	3	3	1						
Payne,rf.	1	0	0	0	0						
Walsh,p.	3	1	2	4	0						
Totals.	31	5	27	14	1	Totals..	28	7	27	17	2

Chicago	0	0	0	0	0	0	0	0	0	—0
St. Louis	0	0	2	0	0	0	0	0	0	—2

Runs—Stone, Truesdale. Two-base hit—Stone. Three-base hits—Dougherty, Stone. Sacrifice hit—Hartzell. Stolen bases—Collins, Truesdale, Stone 2, Hartzell, French. Double play—Zeider to Sullivan to Purtell to Blackburne. Left on bases—Chicago, 6; St. Louis, 1. Bases on balls—Off Walsh, 1; off Pelty, 2. Struck out—By Walsh, 6; by Pelty, 4. Time—1:55. Umpires—Connolly and Dineen.

NATIONALS BEAT BOSTON.

Nose Out Beaneaters 2 to 1—Johnson Hits Lord, Breaking Finger.

WASHINGTON, July 1.—Washington defeated Boston today 2 to 1, Johnson being very effective with men on bases. Lord suffered a broken finger when struck by one of Johnson's fast inshoots. He will be out of the game for a couple of weeks. Pitcher Oberlin and Catcher Rapp were given their releases today by Washington. Score:

Wash.	AB	H	O	A	E	Boston.	AB	H	O	A	E
Milan,cf..	3	0	0	1	1	Hooper,rf.	4	1	1	0	0
Lelivelt,lf	3	1	0	0	0	Lord,3....	0	0	0	0	0
Elberfld,3	4	1	2	3	0	Engle,3...	2	1	0	1	1
Gessler,rf	3	1	2	0	0	Speaker,cf	4	1	2	0	0
M'Bride,s	3	1	5	3	0	Stahl,1...	4	0	8	2	0
Schafer,2.	2	1	2	4	0	Gardner,2.	4	2	7	1	0
Unglaub,1	4	1	10	0	0	Lewis,lf..	3	2	1	0	0
Street,c..	4	1	6	3	0	Wagner,s.	2	1	2	4	0
Johnson,p	2	1	0	3	0	Kleinow,c.	3	0	2	1	0
						Smith,p..	2	0	1	2	1
						Arelanes,p	1	0	0	2	0
Totals.	28	8	27	17	1	Totals..	29	8	24	13	2

Washington.....	0	0	0	1	0	0	0	1	*	—2
Boston.....	1	0	0	0	0	0	0	0	0	—1

Runs—Elberfeld, McBride, Hooper. Two-



Five Firsts

Three Seconds

8 Class Records Broken

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Cars told the story of their making in one day's racing at the Indianapolis Motor Speedway yesterday when they won all but one race in which they started. They proved qualities that every automobile buyer demands—

SPEED---STRENGTH---ENDURANCE

Speed that broke record after record and gave them more victories than any other car, and as many as all others together.

Strength that withstood the continuous strain of trying contests without evidencing one weak spot in construction.

Endurance in contests from five to fifty miles when the greatest speed the world has known in cars of the class was reached and maintained the full distance.

Marquette-Buick Victories

Ten miles—Class B, 231 to 300 cubic inches piston displacement. Marquette-Buick, Model 16 A, driven by Robert Burman, won. Time, 8:14.46.

Fifteen miles—Class B, 301 to 450 cubic inches piston displacement. Marquette-Buick, Model 16 B, driven by Robert Burman, won. Time, 11:46.42.

G and J Trophy Race, fifty miles—Class B, 231 to 300 cubic inches piston displacement. Marquette-Buick, Model 16 A, driven by Robert Burman, won. Same model, driven by Arthur Chevrolet, second. Time, 40:03.07.

Buick Victories

Five miles—Class B, 161 to 230 cubic inches piston displacement. Buick Model 10, driven by Louis Chevrolet, won. Same model, driven by Robert Burman, second. Time, 4:40.80.

Fastest time for distances from quarter mile to one kilometer—won by Buick "60" special, driven by Louis Chevrolet. Same model, driven by Robert Burman, second. Times—Quarter mile (Burman), :8.51; half mile (Chevrolet), :17.54; kilometer (Chevrolet), :22.43.

American Speedway Records Made in One Day's Racing by Marquette-Buick and Buick Cars

Distance	Car	Driver	Time	Stock Car
Five miles.	Buick Model 10.	L. Chevrolet.	4:40.80.	Class B—161 to 230 cubic inches.
Five miles.	Marquette-Buick 16 A.	A. Chevrolet.	4:14.82.	Class B—231 to 300 cubic inches.
Ten miles.	Marquette-Buick 16 A.	Burman.	8:14.46.	Class B—231 to 300 cubic inches.
Ten miles.	Marquette-Buick 16 B.	Burman.	7:56.40.	Class B—301 to 450 cubic inches.
Fifteen miles.	Marquette-Buick 16 B.	Burman.	11:46.42.	Class B—301 to 450 cubic inches.
Twenty miles.	Marquette-Buick 16 A.	Burman.	16:21.05.	Class B—231 to 300 cubic inches.
Twenty-five miles.	Marquette-Buick 16 A.	A. Chevrolet.	20:20.66.	Class B—231 to 300 cubic inches.
Fifty miles.	Marquette-Buick 16 A.	Burman.	40:03.07.	Class B—231 to 300 cubic inches.

The Marquette-Buick records and victories were made by stock cars which are **absolute stock in every detail.** This show of victories and records proves the product of the Marquette Motor Company of Saginaw, Mich. We handle both models of this car in identically the same stock as that of the cars which won yesterday.

The Buick Model 10 is the same car which is sold to every customer who desires a smaller model, with the same strength and consistency of performance as the larger machines.

If there is a better car than the Marquette-Buick or the Buick you want it—but when there is a better car the Buick will build it.

The full line of Buick and Marquette-Buick cars may be seen at our salesrooms on display at all times.

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