

ake of Reno Fight

N SAYS LITTLE TRIED TO I TO THROW THE BIG FIGHT

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general, make everything as disagree-
able as possible.

"As long as you have the story, you
may as well know the facts," Johnson
said when asked point blank about the
split. "I dislike to have it published at
this time, but the public may as well
know the truth and then I think it will
know that I am an honest fighter.

"Like a clap of thunder out of a clear
sky Little came to me one day and asked,
'Jack, how much will you take to throw
the fight?'

"I asked him what he meant by asking
me to throw away the title which I had
worked hard for eight years to win, and he
answered by saying that he had been ap-
proached by a person who represented a
syndicate, which was planning a cleanup
on the fight. Little further said this per-
son had offered an exorbitant sum if he
would lay down.

"It took me some seconds to gather my
composure, for I never thought for an in-
stant that Little would approach me with
such a proposition. If I ever called a man
in my life I certainly called him. I told a
few things and wound up by telling him
that I was through with him forever and
that I did not want him around the camp
another day.

"When I had concluded he told me it
would be impossible for me to dismiss
him, because I owed him large sums of
money, and when I insisted he tried to
intimidate me by saying he would let the
world know a few things about me. By
this he meant that I was not training;
that I was not leading a decent life, and
a lot of other things, which I knew were
not true.

"Well, he refused to leave the camp and
said he would 'stick' and collect the
money from persons who wished to see
me train. In order to avoid trouble I
called upon the authorities for protec-
tion, and after they had heard my story
Little was compelled to keep away from
my camp."

LONG SHOTS WIN RACES

FAVORITES HAVE BAD DAY

DISAPPOINT LATONIA TALENT—GRAND
PEGGY, AT 12 TO 1, TAKES FIRST
EVENT—HANBRIDGE LEADS
IN HANDICAP.

LATONIA, Ky., July 7.—Favorites again
fared badly, the first three races going to
horses at good prices. The first race was
won by Grand Peggy, which was better
than 12 to 1, while Mona Lisa, the winner
of the second, was as good as 6 to 1, and
Pirate Diana, winner of the third, paid a
little over 7 to 1. Summaries:

First race, purse \$300, 4 1/2 furlongs—Grand
Peggy, 105 (Warren), won; Embellish, Al-
lendale Queen; time, :57 1-5; Molly Mog,
Ida Lackford, Roberta T. Luscius, Ar-
temesia, Dainty Maid, Lady Packard, Blisa
Triumph, Gertrude Hill and Even Tide also
ran; two-dollar mutuels paid Grand Peggy,
\$25.40 win; \$8.80 place; \$6.90 show; Embel-
lish, \$15 place; \$12.80 show; Allendale
Queen, \$8.30 show. Second, selling, purse
\$300, 5 furlongs—Mona Lisa, 102 (Hut-
nangel), won; Forehead, Lady Ormlicant;
time, 1:02 2-5; McGraw, Wine, Princess Po-
mona, Tender Heart, Ellanette, Helen Bur-
nett and Minnie Wendle also ran; two-dollar
mutuels paid Mona Lisa, \$12 win, \$5.50
place, \$3.70 show; Forehead, \$4.30 place, \$3
show; Lady Ormlicant, \$3.7 show. Third,
selling, purse \$300, mile and 20 yards—Pirate
Diana, 109 (Jackson), won; Rebel Queen,
Alice; time, 1:46 1-4; Procla, Sorrowful,
Dolly Bultman, Alice Baird, La Reine Hin-
doe, Ida May, Ormossa, Lady Vie and
Agnes Wood also ran; two-dollar mutuels
paid Pirate Diana, \$14.90 win, \$6.20 place,
\$4.20 show; Rebel Queen, \$35 place, \$15.30
show; Alice, \$13.10 show. Fourth, handi-
cap, purse \$500 8 furlongs—Hanbridge, 121
(Herbert), won; Font, Merrick; time,
1:14 4-5; Bob—Lynch—Handzaretta and
Youthful also ran; two-dollar mutuels paid
Hanbridge, \$14.90 win, \$6.20 place, \$4.20

TO SEEK SPEEDWAY ENTRIES IN EUROPE

Director of Contests Moross Sails

Soon in Interest of Septem-
ber Race Meeting.

DATES FOR EVENTS CHANGED

Sept. 3 and 5 Are Named as

Dates for Motor Competi-
tion Here.

With the hope of making the September
race meeting at the Indianapolis Motor
Speedway the best of its kind ever held,
E. A. Moross, director of contests, has de-
cided to go to Europe soon to obtain en-
tries, he announced yesterday. Mr. Moross
probably will leave Indianapolis the latter
part of next week and will return at least
two weeks before the September meeting
here.

Mr. Moross expects to secure, among
others, entries of the famous Benz and
Fiat. He will proceed directly to the fac-
tories in Germany, Italy and other coun-
tries where the high-powered cars are
manufactured. Many of the foreign pilots
are coming for the Grand Prize race, to
be held in the East in October, and Mr.
Moross will endeavor to persuade them
to come to the United States a few weeks
earlier in order to take part in the Indi-
anapolis events.

No stone will be left unturned to make
the September meeting the finest and the
most complete motordom ever has known.
It will be difficult to eclipse the quality
of sport seen here July 1, 2 and 4, when
thirty-nine records were made, yet that is
the ambition of the Speedway managers.
Although it seems rather early to be plan-
ning new programs with the ones for this
month just finished, tentative entry blanks
already have been printed and entries are
expected before long.

Dates Are Changed.

The races were to have been held Sept.
2, 3 and 5, but the arrangements have
been changed and there will be events at
the Speedway on Saturday and Monday
only, Sept. 3 and 5, which is Labor day.
As has been announced, there will be
"nothing doing" on the great course next
month, the twenty-four-hour race and the
balloon events having been canceled.

Johnny Aitken, National driver, has
decided not to participate in the automo-
bile races at Louisville and Cincinnati,
which are scheduled for today, tomorrow
and Sunday. He took the action because
of the death of Tommy Kincaid, his
bosom friend and team mate, who was
killed at the Speedway Wednesday after-
noon when his car left the track while
he was driving at terrific speed.

Aitken and Kincaid both were entered
in the two-day meeting at Louisville and
were at the Speedway tuning up their
cars for the events when Tommy met
his sudden and tragic death. Aitken and
Ray Harroun, the Marmon driver, were
matched for a five-mile race at Cincin-
nati Sunday, but the National pilot has
canceled his entry. Aitken may quit the
racing game, so distressed is he over the
untimely end of Kincaid.

Among the well-known drivers who will
be seen in the Louisville meet this after-
noon and tomorrow are Bill Endicott, Joe
Dawson, Ray Harroun, Lewis-Edmonds,
Harry Endicott and Hughie Hughes.

Ray McNamara will drive a six-cylin-
der Premier in the annual tour for the
Munsey Trophy, the big reliability con-
test of the East, which will start from
Philadelphia on Aug. 15. It will be gov-
erned under the rules of the American



"BATT"

There's a pennant in the Hat Field and w
love fair play and applaud merit on the di
to win this pennant and trained for the contest.
purpose to hat men with good hats and to give th
a little less price. The one who can outdo us in th
our hands and we challenge any one to take it fro

As sure as the true fan roots for the home te
rooting for the Levinson \$2 Hat. And so sure as h
you buy a Levinson straw.

Join the crowd and become a "Levinson Fan."

The Straw that wins is the one th
in style at \$5 and in quality at \$3

LEVINSON'S \$2

Ladies' Panama Hats, \$5
Very Stylish..... \$5

37 North
Penn.
Street

FIGHT FILM WAR SPREADS

PICTURE AGITATION GROWS

MOVEMENT TO PREVENT REPRODUC-
TION OF JEFFRIES-JOHNSON BAT-
TLE AT RENO REACHES ALL
QUARTERS OF GLOBE.

PITTSBURG, Pa., July 7.—Following a
mass meeting of ministers, religious so-
cieties and civic bodies which formulated
a petition to Mayor W. A. Magee urging
the suppression of fight pictures, the
mayor announced today:

"The police will not determine at this
time whether there is any likelihood of
race feeling aroused before the exhibition
of the picture films. If it appears at the
time that such an exhibition would incite
a breach of the peace, the showing of the
pictures will be stopped."

In the meantime preparations for the
arrival of the fight films by the local
moving picture managers are in progress.
They are expected the middle of next
week.

EL PASO, Tex., July 7.—Mayor Robin-
son said today that if the state Legisla-
ture did not pass a law against the fight
pictures he would recommend that an or-
dinance against them be passed by the
City Council. He added that some pro-
moter probably would take the films
across the Rio Grande River to Ciudad
Juarez, Mexico, and rake in El Paso
coin.

MELBOURNE, Australia, July 7.—The
clergymen of New South Wales have sent
a petition to Andrew Fisher, the premier
of Australia, asking him to prevent the
introduction into the commonwealth of
the Johnson-Jeffries fight pictures. A
similar movement is afoot in New Zea-
land.

ALBANY, N. Y., July 7.—Mayor
James B. McGowan today requested the

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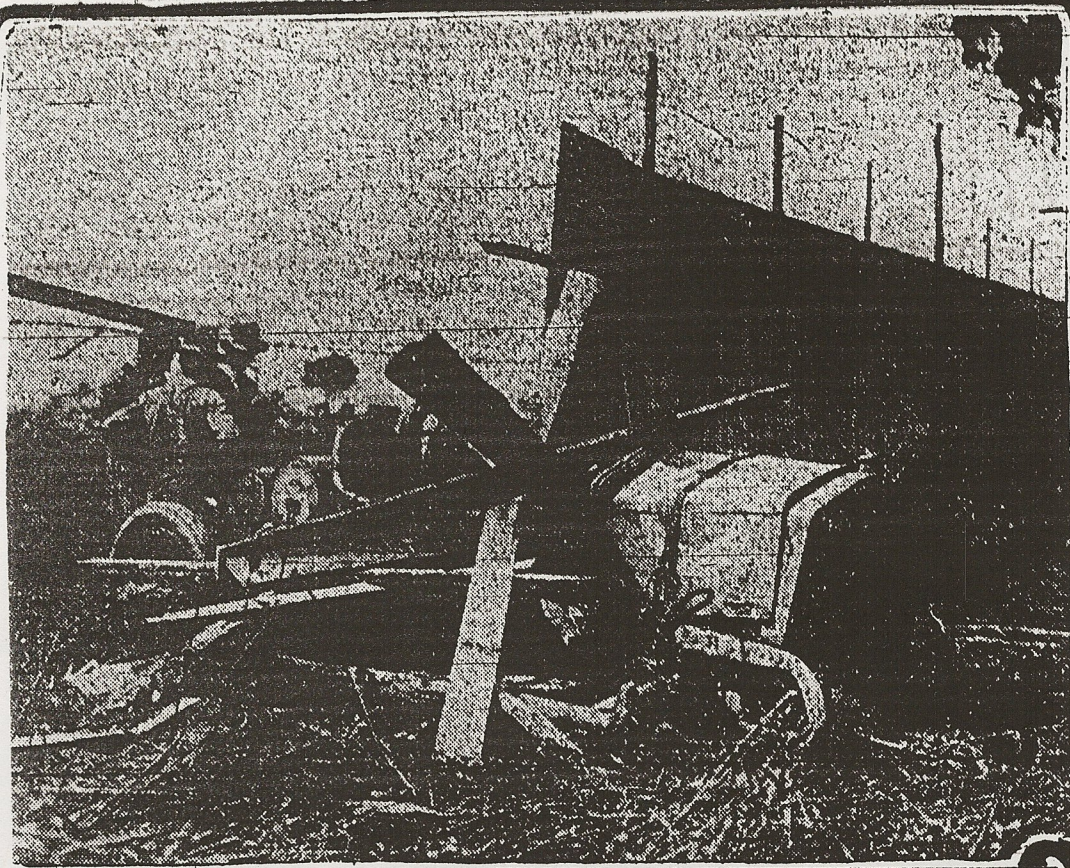
Auto Livery

Auto Repair

Bodies & Fen

Wrecked Car at Speedway and Its Victim

(Photos by Star Staff Photographer.)



DASHES TO DEATH 80 MILES PER HOUR

Thomas A. Kincade, Noted Driver,
Is Instantly Killed Testing Car
at Speedway.

ACCIDENT CAUSE UNKNOWN

Auto Skids 100 Yards Sidewide,
Crosses Ditch and Demolishes
Fence in Flight.

Skidding from the track through a ditch and crashing into a high board fence, Thomas A. Kincade, driver of racing cars for the National Motor Vehicle Company, was killed yesterday at 1:15 p. m. at the Indianapolis Motor Speedway while making a test run of fifty miles in his big National racer No. 6. Death is believed to have been instantaneous. The car was demolished.

No one witnessed the accident, and no one knows exactly how it happened. It occurred on the back stretch of the course midway between the curves and at the first mile pole. It was fully ten minutes before any one reached the place. Kincade suffered a fracture of the skull at the back and top of the head. His left jaw was broken and his right shoulder and right arm were broken and dislocated. He was hurled against the fence and partially pinned beneath the car. The car itself tore up two fence posts which were set in concrete and demolished the fence for a distance of twenty-five feet. The right front wheel of the car was hurled through the fence about ten feet from the point where the car struck the fence and thrown into an adjoining wheatfield.

Were Trying Cars.

Kincade had gone to the Speedway with his teammate, Johnny Aitken; William Clifton, his mechanic; W. G. Wahl, designer for the National Motor Vehicle Company, and Charles Merz, formerly a driver of racing cars for the company. The drivers had trouble with their cars during the Speedway races, which closed July 4, and the men wished to try them out and put them in order. Kincade in the National No. 6 and Aitken in the National No. 7 started to do fifty miles in record time. They had gone about thirty miles when Aitken stopped at the pits for repairs. Kincade continued around the course. Everything appeared to be working nicely about his car.

Wahl, Clifton and Merz were in the judges' stand timing the race. Kincade passed the stand at the rate of eighty miles an hour. He was alone, Clifton having remained behind. The latter always accompanied Kincade, but this time he did not make the trip. It was the first time Kincade had driven a car without his mechanic.

Hole Tells Story.

Kincade rounded the curve at the south end of the track and continued north in the back stretch at a terrific pace. The men in the stand turned to await his coming at the north end of the home stretch. Minute after minute went by. Kincade did not appear. The men followed the course with their eyes and saw the hole in the fence. It had not been there before and they knew something was wrong. Together with Aitken, they jumped into a car and hurried to the back stretch.

Fred Sloats was driving a binder in a wheatfield just east of the Speedway. H. F. Barnett and his brother, H. C. Barnett, were following the binder and shaking the wheat. They heard the car coming, but heard no crash. They noticed that the car did not pass on the other side of the board fence, but thought nothing of it, as the drivers often stop their cars on the course. They continued on around the wheatfield and arrived on the side next to the fence at about the time the National men arrived in their car.

Driver Found Dead.

WRECKED CAR AND
SPEEDWAY FENCE

GOVERNMENT WINS CASE FROM MILLERS

Finds That Flour Seized
Was Bleached and Bore
False Brands.

GOV'T'S PROMISE IS RECALLED

Attorney for Firms Believes Trial
Should Have Been Before Com-
petent Referee.

ANSAS CITY, Mo., July 6.—"We, the jury, find that the flour seized was adulterated. We, the jury, find that the flour seized was misbranded." These two verdicts were returned in the Circuit Court here today by the jury that more than five weeks had listened to money for and against the charge of government that 625 sacks of flour, packed and sold by the Lexington Mill Elevator Company of Lexington, Mo., and seized by the government while in the possession of the purchaser, a firm at Castle, Mo., were adulterated and misbranded.



RIKE VOTE UT BALLOTS

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July 6.—The

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Dashes to Death 80 Miles Per Hour

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shock to Charles Merz, whose car killed three men at the Speedway last August, but who is not now with the National team. Merz viewed the body of his former teammate at the morgue.

"That's it," said he, "a fellow never knows when it is going to happen. All he can do is to sit there and wait and see what is coming to him."

The accident may lead the National Company to quit the racing game. The National team was scheduled to participate in the September events at the Speedway and was to race in the Vanderbilt Cup race on the Long Island course this fall. The National Company carried heavy insurance on Kincade's life.

Coroner Plans Inquest.

Coroner Blackwell said he would hold an inquest as soon as he could procure a list of witnesses. He said he was not informed of the accident until late. It was his opinion that the driver's death was instantaneous. He is also of the opinion that Kincade lost control of the car before it skidded into the fence.

"The accident," said he, "appears to have been due to overspeeding, the same thing that has caused similar accidents everywhere. The strain is too great for the materials of which the cars are made. I have found no one so far who actually saw the accident. My investigations, however, lead me to believe the track was not at fault. The track is perfect. My theory is that Kincade lost control of the machine probably by giving his attention to something else for the moment, either about the mechanism of the car or about his person. It may have been that he attempted to remove dirt from his goggles with his handkerchief. The exact cause, I fear, never will be known. Kincade apparently was running from seventy-five to eighty miles an hour at the time of the crash."

The victim's body was shipped last night to Fortville for burial. Amos Kincade, father of driver, arrived late yesterday afternoon and took charge. He said he had pleaded with his son repeatedly to quit the racing game and had even offered him remunerative inducement, but the young man, enthused with the sport and pleased with the money he was making, steadfastly refused, assuring his parents there was little or no danger. His death was a severe shock to his parents.

"There is no remedy for such accidents as these," said Coroner Blackwell. "They occur on race courses and there is no way to prevent a man from driving a car if he chooses. The trouble is, these young men get the speed mania and they will race. To my mind, it is simply suicide to drive a racing automobile and, of course, it is a matter of choice with a man whether he wants to commit suicide or not."

Arthur C. Newby, secretary and treasurer of the National Motor Vehicle Company, said he had no statement to make concerning the accident. He declined to say whether the company likely would continue in the racing game.

MOURNED 31 YEARS AS DEAD, RETURNS AS RICH RANCHMAN

Former Laporte Man Says He Was De-
termined Not to Break Silence Until
He Won Wealth.

LAPORTE, Ind., July 6.—Burton Thurber, who disappeared from Laporte County thirty-one years ago and was mourned as dead, returned today as mysteriously as he went away. He was reunited here with his sister, Mrs. G. L. West, and his brother, Laverne Thurber. He will go to Terre Haute to meet another brother, Barton Thurber.

Thurber explained his long absence with the statement that he left Laporte poor, going away with the determination not to return to break the silence until he made a fortune. When he returned today it was with his pockets filled with greenbacks and the owner of large ranches in the West worth \$100,000. There will be a family reunion to celebrate the homecoming of the long-lost brother.

CITY NEWS IN BRIEF

Mrs. Artman to Speak—The Brightwood W. C. T. U. will meet this afternoon at 2 o'clock with Mrs. Reno Pacoma, 2443 Stuart street. Mrs. S. R. Artman will address the meeting.

Injured in Explosion—Jesse B. Kennedy, 2249 Broadway, was seriously injured Tuesday night in a gas explosion. He struck a match in the kitchen and gas, which had escaped, exploded and burned him seriously about the face and hands.

Picnic at Brookside—The annual Delaware County picnic will be held at Brookside Park tomorrow afternoon. There are about 100 former residents of that county in Indianapolis, and more than 100 are expected to attend the outing. Officers will be elected and supper served.

Mayor to Address Owls—Mayor Shank will deliver an address Sunday evening at the opening of Wonderland Park, for a two weeks' run by the Ancient Order of Owls. Plans for the opening have been completed and a strong list of attractions, aside from the permanent park amusements, have been arranged for.

Indianapolis Gets Convention—J. F. Brown, smoke inspector, yesterday reported to the Board of Public Safety that Indianapolis will obtain the convention of the American Anti-Smoke Association in 1914. Mr. Brown attended the convention held in Minneapolis, Minn., two weeks ago.

Marshals Arrest Hungarians—Deputy United States Marshals Thomas E. Martin and David C. Rankin returned yesterday from Hammond and East Chicago, where they arrested a Hungarian, Aladar Galgoczy, charged with swearing falsely for the purpose of obtaining his naturalization papers. Two of his fellow countrymen, Mike Philip and Johan Vargo Toth, who are said to have sworn as witnesses for him, were also arrested. Galgoczy said he had been in the country five years, but the immigrant inspectors say they have evidence that he arrived only three years before he applied for his papers. The men were bound over to the Federal Grand Jury by Commissioner Charles L. Surprise of Hammond. Galgoczy is now in the Marion County Jail awaiting trial.

STEAMSHIP MOVEMENTS.

Arrived.	Port.
OCEANIC	New York
DUCA DEGLE, ABRUZZI	Naples
HAMBURG	Genoa
KAISERIN AUGUSTE VICTORIA	Hamburg

**MEETS
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NEL'S GUEST

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July 6.—Another
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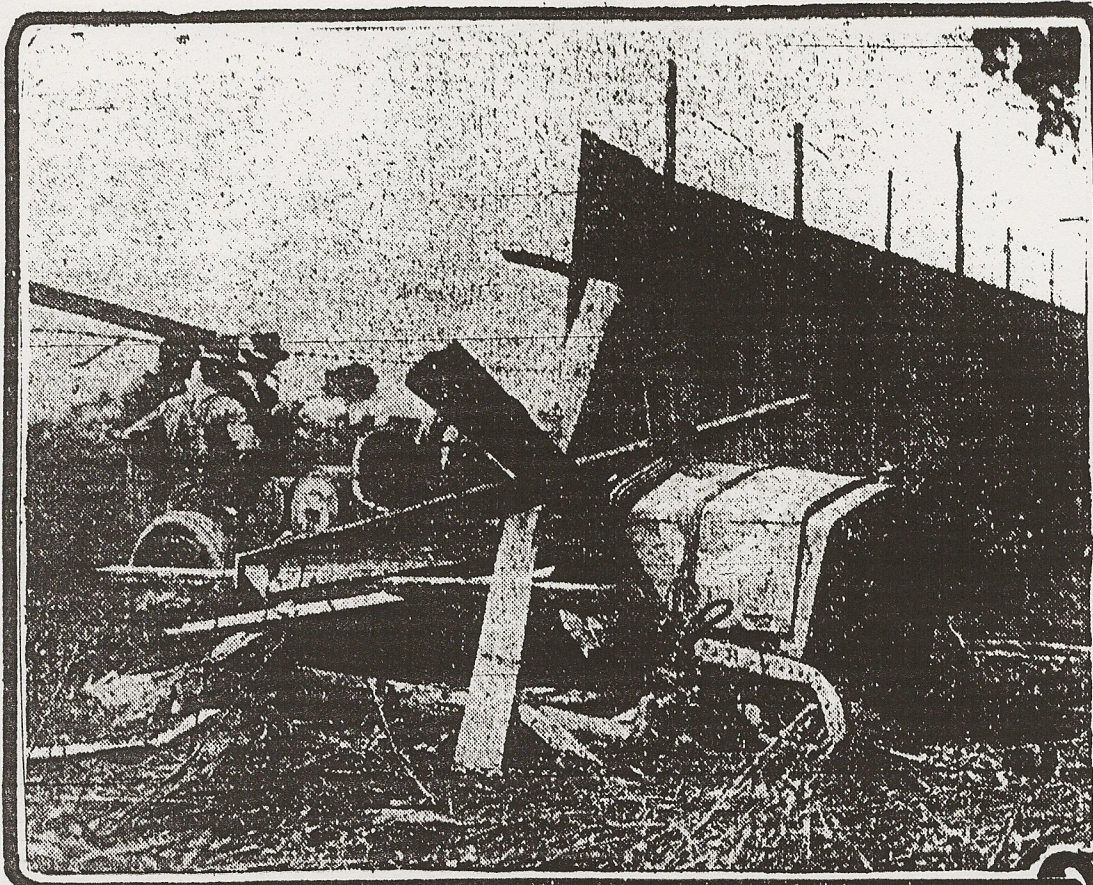
WANTS T. R.
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Wrecked Car at Speedway and Its Victim

(Photos by Star Staff Photographer.)



*WRECKED CAR AND
SPEEDWAY FENCE.*

**GOVERNMENT WINS
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**Jury Finds That Flour Seized
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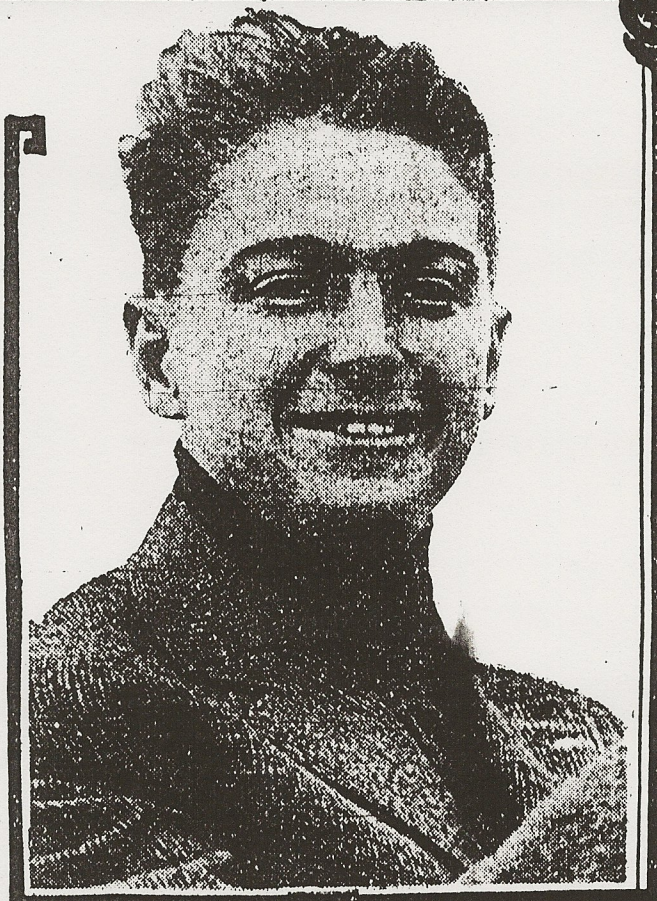
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These two verdicts were returned in the Federal Court here today by the jury that for more than five weeks had listened to testimony for and against the charge of the government that 625 sacks of flour, bleached and sold by the Lexington Mill and Elevator Company of Lexington, Neb., and seized by the government while in the possession of the purchaser, a grocer at Castle, Mo., were adulterated and misbranded.

The government charged that the flour was adulterated in that it was bleached by the Alsop process, which makes use of nitrogen peroxide in bleaching flour. Misbranding was charged in that the flour



THOMAS KINCADÉ

CURTISS HITS BREAKERS "TOO BUSY," SAY JURYMEN

**DASHES TO D
80 MILES PER**

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ACCIDENT CAUSE

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Crosses Ditch and D
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Driver Found Dea

Kincade was dead, lying t
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matted mass, plumed in t
half buried in the soil. Dr.

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ANSAS CITY, Mo., July 6.—"We, the jury, find that the flour seized was adulterated."
"We, the jury, find that the flour seized was misbranded."
These two verdicts were returned in the Federal Court here today by the jury that more than five weeks had listened to testimony for and against the charge against the government that 625 sacks of flour, packed and sold by the Lexington Mill Elevator Company, of Lexington, Mo., and seized by the government while the possession of the purchaser, a dealer at Castle, Mo., were adulterated and misbranded.

The government charged that the flour was adulterated in that it was bleached by the Altop process, which makes use of hydrogen peroxide in bleaching flour. Misbranding was charged in that the flour was labeled a fancy patent, and the government contended, it was not a fancy patent because it was made from a grade hard winter wheat.

Did Not Want Jury Trial.
Lester Butler, special attorney for the government in this case, was not in court when the verdict was returned, having returned for his home in St. Paul while the case was deliberating.

George Elliott, chief counsel for the defense, made the following statement after the jury had reported:

"This case was not one that should have been tried by a jury. I called peremptorily upon President Taft and assured all the millers desired was a fair trial."

The President assured me the millers did not be hurried and that a fair trial would be had. Immediately thereafter, on orders of the attorney, these seizures began in different parts of the country. We started out to defend the cases on the assumption that the government would permit them to be tried before a jury."

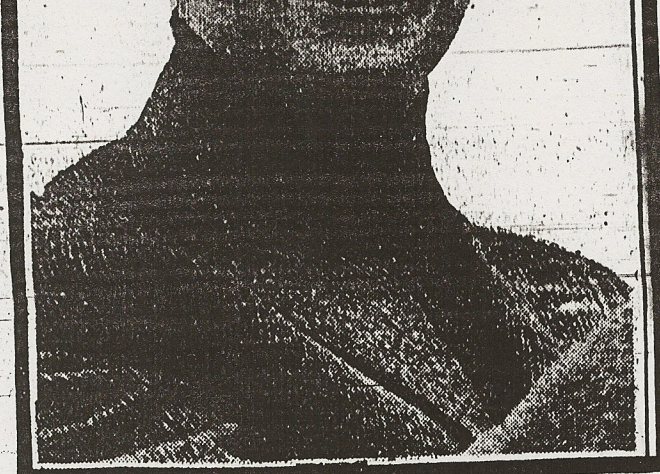
Will Ask New Trial.

Attorneys for the millers will file a motion for a new trial within twenty days. Arguments on it will be decided by Judge McPherson about Sept. 1. If motion is overruled, the case will be tried at once to the Circuit Court of appeals and probably will be heard in December. The millers say that the bleached flour will handicap the farmers of the Midwest to the extent of from \$15,000,000 to \$18,000,000 a year. They say the differential of 5 cents a bushel in Chicago and St. Louis markets for bleached flour came in will soon disappear. Already millers are considering the establishment of bleaching stations in states where the use of bleached flour is not prohibited. Thus, they say, they may avoid the interstate commerce law.

**RAILROAD OFFICIALS SEEK
REAL CAUSE OF OHIO WRECK**

in Dispatcher and Operator Are Relieved Upon to Give Reasons for Fatal Collision.

CINCINNATI, O., July 6.—Rigid investigations into the causes of the wreck at downtown, O., Monday, in which twenty-two lives were lost and more than two hundred persons injured, were being prosecuted today in four cities of Ohio. Traffic officials of the Cincinnati, Hamilton & Dayton and the Cleveland-Cincinnati, Chicago & St. Louis Railroad systems, assisted by high officials from New York, are questioning employees at Dayton, Middletown and Hamilton and members of the State Railroad Commission were going over the evidence that accumulated in their hands. Coroner Bennett of Butler County announced that inquest is to begin on Friday. The question of responsibility for the disaster hinges on the delivery or non-delivery of orders to the passenger train which left three miles north of Middletown for Dayton to take a siding. The pilot of the passenger train says he never received those orders, and the crew of the freight train produced them as evidence for their perjury. The Cincinnati, Hamilton & Dayton and the operator at Carleton, O., were called upon to clear up this situation.



THOMAS KINCAID

CURTISS HITS BREAKERS "TOO BUSY," SAY JURYMEN

QUICK LANDING SAVES LIFE CROPS HOLD UP COURT WORK

AVIATOR DECLARES SEA FLIGHTS MORE CERTAIN THAN LAND JOURNEYS BECAUSE OF LESS SUDDEN CHANGES IN AIR CURRENTS.

ATLANTIC CITY, N. J., July 6.—Glenn H. Curtiss this evening made another flight over the ocean, starting at 5:30 and spending twelve minutes and thirteen seconds in the air. Curtiss, on his return to the beach, declared that he is entirely satisfied that flying over the sea is more certain than flights over land, because of the less sudden change in air currents.

Failure to clear an incoming wave as he attempted his first start allowed spray from the breakers to strike the propeller of the machine moving at 1,200 revolutions a minute. The impact split one of the blades and Curtiss only saved himself from a tumble by a quick descent to the beach.

BETHENY PLAIN, Rhelms, July 6.—The visit of President Fallers to Betheny Plain today to witness the contests in the international aviation meeting was marred by bad weather. The high winds interfered with the regular flights, but shortly after dusk Latham, in a monoplane, and Weyman and Baeder, in biplanes, and the latter with a passenger, made ascensions, undeterred by the gale.

DOEBERTZ, July 6.—The army aeroplane made a cross-country maiden flight this afternoon of a mile and a half in an air line from Muehlenburg to Altdoebertz, where it performed evolutions above the parade ground at an altitude of 100 feet.

COPENHAGEN, July 6.—Baron Cederstrom, the Swedish aviator, and Swendson, the Dane, attempted a flight tonight across the sound from Copenhagen to Malmoe, in Sweden. The distance across is but fourteen miles, and neither succeeded in reaching his destination.

INDICTS ST. LOUIS POLICE.

Grand Jury Alleges Embezzlement From Relief Fund.

ST. LOUIS, Mo., July 6.—As a result of the revelation of John M. Healy, former secretary of the Police Relief Association, the grand jury today indicted four men on charges of embezzlement in connection with the police relief fund. They were Sergt. John J. Noonan, Patrolmen John Dunigan and T. J. Dolan and John Nicolay, former president of the Relief Fund Association and a former patrolman.

HEIKE LEAVES SUGAR "TRUST"

Convicted Official Voluntarily Resigns From Two Firms.

NEW YORK, July 6.—Charles R. Heike, convicted of conspiracy to defraud the government of customs duties by means of underweighing imported sugar, has resigned voluntarily as secretary of the American Sugar Refining Company of New Jersey and as secretary and treasurer of the New York company. It is understood the resignation will be accepted.

There was some surprise when Frederick Wulf, 73 years old, appeared yesterday in the jury box of the Criminal Court in place of his son, William C. Wulf, who had been summoned for jury duty. When court opened Mr. Wulf arose in his place and said to Judge Pritchard:

"Your honor, I am 73 years old and a little deaf, I would like to be excused."

"What's your name?" questioned Judge Pritchard.

"Frederick Wulf."

"William C. Wulf is the man called as a juror," replied the judge. "Do you know him?" After sundry repetitions the man comprehended despite his deafness and he replied:

"Oh, yes. He lives out our way."

"Is he your son?"

"No, I didn't hear that. I'm a little hard hearing."

"Is William C. Wulf your son?"

"Well, he says he is."

"All right, you're dismissed. Tell your son to report here tomorrow morning."

"I'll try it, your honor; only the boy is hard to find. He often stays away from home two days at a time."

Varied Excuses Made.

Of eighteen men called for jury service on the regular panel of the Criminal Court but four are left for service. Nine stated they were traveling men, representing South Meridian street wholesale houses, and pleaded pressing business engagements. As their positions seemed at stake they were relieved from jury duty. Five other men called were farmers in the midst of harvest work and their pleas of lack of help and big crops won their discharges.

Another panel of twenty-five names has been prepared and these men have been summoned to appear Monday morning. From the list it is hoped to obtain eight men to fill the jury. Judge Pritchard stated yesterday that he would feel he was robbing a farmer to hold him to jury service at this time of year, while the traveling men, with large fields to cover, seemed to have equally good reasons for dismissal.

ROBERT TAFT EXONERATED.

Commission Holds Him Guiltless in Auto Accident to Laborer.

BOSTON, July 6.—To no fault of Robert H. Taft, son of President Taft, was due the injury which the automobile he was driving caused to Michael Tithwall, an Italian laborer, June 27, according to the finding of the Massachusetts Highway Commission, made public tonight. Young Taft's operator's license, which has been held up pending an investigation of the accident, will now be renewed upon application. The statement says impartial eyewitnesses testified that Taft, when approaching a number of men at work on the road, blew the horn of his car and proceeded very slowly. The man who was injured stepped directly in front of the automobile and was knocked down.

Hole Tells Story.

Kincaid rounded the curve at the south end of the track and continued north in the back stretch at a terrific pace. The men in the stand turned to await his coming at the north end of the home stretch. A minute after minute went by. Kincaid did not appear. The men followed the course with their eyes and saw the car in the fence. It had not been there before and they know something was wrong. Together with Altker they jumped into a car and hurried to the back stretch.

Driver Found Dead.

Kincaid was dead, lying to the left of his car, with his head crushed nearly beyond recognition. He lay partially against the fence and partially under the car. The big racer lay a twisted and dismantled mass, pinned in the fence and half buried in the soil. Dr. H. R. Allen, the Speedway physician, was summoned by telephone together with Dr. George W. Wells, with the hope that Kincaid was still alive. The City Dispensary was notified and sent the ambulance accompanied by the police emergency auto containing Capt. Kruger, Lieut. Kinney, Sergt. Bremer Hall and Motorcycle Officer Richard Pressley. The physicians stated when they arrived that death must have been instantaneous.

A handkerchief was found on Kincaid's chest. The supposition is that as he sped along he took his handkerchief, which the National drivers frequently wore fastened to their caps, to wipe dirt from his goggles. Drivers of racing automobiles frequently have to wipe an accumulation of dust and oil from their goggles while they are on the track. It is the theory of some that he may have been doing this when something became wrong with his car and hurled it from the track.

Car Skidded Sidewise.

On the other hand, the tracks on the brick course show that the machine turned sidewise, apparently intact, and skidded through the ditch about twenty feet outside the course and about fifty feet inside the fence. It was the opinion of those who reached the scene that from the looks of the tracks Kincaid did not set the brakes. His machine skidded with him for a full 100 yards. He was going at such speed that there was no chance for him to escape. He had been driving his car about ten feet inside the outer edge of the course.

The car itself was in such a demolished condition that it was impossible to tell what, if anything, broke. The Speedway track was not wet, as rain did not fall at the Speedway grounds until after the ambulance arrived. Kincaid's car had not been working properly. The supposition is that something gave way. All of the tires were intact.

Axle Intact on Track

The wheel which the machine threw through the solid board fence did not leave the car until it was about to hit the fence, as its condition showed that it was damaged on the inside and the axle broke when the car struck the ditch. There were no marks on the track to indicate that the axle broke there.

Kincaid's body was taken to the city morgue, and Amos Kincaid, the young man's father, was notified by Frank Kincaid, a brother, who was summoned to the scene from the Overland automobile factory, where he is employed. The father came to Indianapolis at once. The body was removed to the undertaking establishment of Renihan & Blackwell.

Kincaid boarded with his teamster, Johnny Aitken, at 904 East Twenty-first street. He was 23 years of age, June 1, and was unmarried. The young man had been in the employ of the National Company for about five years. He left the company a time to take employment as chauffeur for A. A. McCormick, returning later to drive a racing car.

He had been driving racing cars for about two years and had won many trophies. Among his noted winnings were a valuable trophy in the Grand Race at Atlanta last May and the Prater-R-O-Lite trophy in the 100-mile race at the Speedway here during the May events. He was the winner of twenty events, all told.

Two Drivers' Companions

He and Aitken were constant companions so much so that the two drivers were known as "The Indigo Twins." They were more than by each other when Kincaid's death was being struck by the teamster. It was likewise a regular event.

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