

ON & CO.

Dresses \$1.75

piece Princess Dresses of lace trimmed with pin tucks and 60 dresses \$1.75

erie dresses \$3.75

of sheer mull, with Baby Irish on trimmings.

erie dresses \$4.75

with panel fronts, tuck, on trimmings.

Dresses at \$7.75

Dresses in a variety that meet the particular style wanted. About 50 handsome lace and embroidered lingerie dresses, made to order \$7.75

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lingerie waists \$1.75

CYCLISTS FINISH ENDURANCE TOUR

Two-Wheelers in F. A. M. Run Arrive After Grueling Trip From Cleveland, O.

FEW RIDERS HAVE ACCIDENTS

Many Contestants Finish Behind Schedule, but Penalties Are Not Yet Compiled.

PROGRAM FOR TODAY.

12 m.—Photograph at the Circle monument.

1:30 a. m.—Ride to Kokomo, Ind.

10 a. m.—Runs to the principal points of interest in Indianapolis and vicinity.

1:30 p. m.—Motorcycle street parade, starting from the Circle monument.

3 p. m.—Run to Riverside Bathing Beach.

8 p. m.—Reception and entertainment at the German House, with vaudeville entertainment and band concert, refreshments following.

The origin of man and his certainty of being resolved ultimately into his pative element, dust, was forcibly brought to mind yesterday afternoon when the contestants in the light annual F. A. M. endurance run arrived at the Danison Hotel. The dust-covered, oil-smearred and wornout riders of the two wheelers, who have been blazing a trail from Cleveland, O. here to attend the annual convention this week, looked well the part of nerry soldiers as they checked in after their grueling ride of 338 miles through the hot sun and wet.

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Plans for T



learned from the last 100-mile endurance run. The entire distance was 305 miles.

Come in Like Cyclones

The police had great difficulty in checking the eager spectators back to the checking-in station when the speed began to arrive yesterday noon. Those who were near their schedule time rode in like Kansas cyclones, and it was reported that no accidents resulted. Many riders wore inner tire tubes around their shoulders and tied at the waist soldiers' blanket rolls, adding to the comparison. They blinked behind dust-covered goggles, nervous hands gladly relaxed on the trembling handle bars, the men were so anxious not

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McGarver Arrives Second.

The crowds began gathering around the Denison Hotel, the official headquarters during the convention days, about 3 o'clock. The first riders to arrive and receive the welcome signal that their long tour was over were Joseph De Salvo of Chicago and John McGarver of this city. They checked in at 5:24 o'clock. Harry Sturm and W. B. Harding were the official checkers. The riders did not sign the checking sheet until after they had visited the most welcome and more most needed bath tub. All were smiles despite heavy legs and aching heads.

The riders entered the city by way of Washington street, turned on Delaware and rode north to Ohio, then to front of the Denison Hotel. The machines were taken from the exhausted riders at the checking station by members of the local motorcycle club and pushed to the Cadillac automobile garage, half a square away, where they are housed under police vigilance. No one but officers are permitted to enter the room.

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CLUBS MAKE TOURS.

Many Organizations Conduct Private Runs Here for National Convention.

#3
The Board of School approved the plans for the construction of the board Sept. 21. are the architects.

The building with and Kappes streets brick, concrete and print drawings of the to the managers of fund, after which construction will be school commissioner.

F. A. M. FAC

DISAGREES

PROPOSED CHANG

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for this morning chairman, W. F. R. to make a final changes.

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Dental Work

about your teeth and satisfy
 the superior quality and sat-
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 to give you any defect in work or ma-
 terial, our price are much lower

SPECIAL PRICES.
 Set Teeth with plate \$3
 Crown and bridge \$3
 Work on file

DENTISTS
 123 East Circle, Ground Floor.

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Machine

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 Springs and other

TICKET OFFICE
 Washington St., Chicago
 General Passenger Agent.

Army Orders.

WASHINGTON, Aug. 11.—Army orders
 issued today as follows:
 Second Lieutenant Hornsby Evans, Nine
 Infantry, is detailed to act as range
 at Camp

grueling ride of 358 miles through the hot

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Farmers Cheer Riders.

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Farmers Cheer Riders.

The reception along the route yesterday was reported to be far in excess of what the most utopian dreamers anticipated. Farmers lined the roads and gave the riders the right of way. Not one argument or quarrel is reported to have resulted from farmers trying to interfere with the progress of the riders. The tourists used caution and pulled off a conservative run, as well as making excellent time. It was a cause of mutual help on the part of riders and travelers along the roads. The route, which was laid out by Indianapolis parties, was carefully dotted with signboards and no difficulty was experienced by riders losing the way.

The roads from Cleveland to Wooster were good. To Newark the roads were bad in places, but no one had yet met with severe trouble. At Columbus, after riding 173 miles, the cars were in better shape than was expected. The riders retired as one man at Columbus at 9 o'clock, realizing that the next day's run to Indianapolis was the more severe and would take all their resourcefulness to bring their machines through. From Columbus to Springfield the roads were good, but frames began to weaken. Some fell by the wayside. The G and J "first aid to injured car" was forced to make many stops and help riders remount and repair tires or other small damages. G. W. Stephens proved a welcome companion to the riders, as he rode along in his automobile, lending a helping hand to all in trouble.

From Springfield to Dayton the roads were fine, giving all a "joy ride." From Dayton to Richmond, Ind., there were straight roads, but the running time was so severe that it told on some of the machines. At Connersville a hill climb contest was made, which, under ordinary conditions, would have been easy to mount, but the riders were worn out, and machines were weakened, so that it cost many penalties. The results will be made known in a few days. From Connersville to Indianapolis the run was over good roads. The manufacturers, who are well represented among the crowds here, declare that the improvements on their new machines will be based on the lessons

ing sheets, after which the contestants were sent up the hill, one at a time, in the order of their arrival. The time required for making the ascent was taken into consideration. The grade is only 5 per cent and the hill only one-fifth of a mile long.

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Another run was made from Milwaukee. R. A. Alberman and F. A. Brumer led this squad. The distance of 325 miles was made in good time. A crowd from Hamilton, O., arrived here about noon yesterday, led by four men riding abreast. The pathfinders were Lew Schaub, John Kirk, Frank Davis and H. E. Pilgrim. The Akron (O.) riders arrived about 2 o'clock and registered at the official headquarters. They were piloted by E. G. Gammeter, Clarence Maranville and Mart Metzger.

REGISTERS AT RUSHVILLE.

RUSHVILLE, Ind., Aug. 11.—Through some misunderstanding the contestants in the motorcycle endurance run from Cleveland, O., to Indianapolis, registered here this afternoon. Rushville was not on the list as one of the stations, but the first machine which passed through here—an Excelsior, ridden by McCarver of Indianapolis—stopped and inquired for the place to register. An improvised list had been arranged to check the machines as they passed and it was pressed into service. The next three machines stopped and asked for a place to register. And then several bystanders decided that they intended to stop here and flagged every motorcycle which passed through and compelled them to register. Many of them complained and two of them refused to stop and went on through. Sixty-eight machines were registered here.

HOLD INFORMAL RECEPTION.

A reception was held last night at the home of the Indiana Motorcycle Club, 444 West Vermont street. It was informal, and was "a get-together meeting." The endurance run men were all worn out, but could not refrain from running over the story of the entire tour many times while seated around the festive board.

The rumors that the races to be held Friday and Saturday will be pulled off on the Fair Ground track and not the Motor Speedway are untrue. A. Githerna, chairman of the racing committee, declared positively last night that the races will be on the Speedway. The management of the Speedway is having an army of workmen busy twenty-four hours around preparing the five-mile track.

clear field for their

Officer Expla

This will be settled meeting tomorrow national officers had on the subject last night. "No effort is being made to clean up amateurism"; in fact, being made to clean up amateurism. Our proposed owner is the ideal amateur motorcycle rider rules most of the so nothing more than paid salaries and b our opinion it is ne competition the tra most unlimited facil behind him, and th who pays for his m perces and who foc replacement bill. I bona fide amateur of the almost entire obtaining under the established the pri defined the private ner that no rider amateur can possibl

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F. A. M. RULES PROPOSED

DISAGREES NEW RULES

PROPOSED CHANGES DIVIDE MOTOR CYCLE RANKS, WHILE INTEREST IN ELECTION OF NEW OFFICERS CAUSES LOCAL ACTIVITIES.

Now that the curtain has been raised on the eighth annual F. A. M. convention, by the conclusion of the endurance run, two important matters must be decided before the races begin tomorrow on the Speedway.

The changing of the rules and the election of national officers furnish an endless chain for discussion around the official headquarters.

Recently a meeting was held at New York city by the rules committee of the F. A. M. At this meeting proposed changes were drafted. Another meeting for the same committee has been called for this morning at 10 o'clock by the chairman, W. F. Remppis of Reading, Pa., to make a final review of the proposed changes.

Two factions are in the field. One is working against the adoption of the changes. This side says the move is to create a "yellow dog" class of riders. It is conceded by the majority that motorcycling is not a sport. For this reason the boosters of the changes desire to bring about a reformation in the confusion concerning just who are amateurs and who are professionals.

At present many factories employ expert riders who race under the names of amateurs. The reformers desire either to make such riders in a professional class alone or make them in a "trade class" so that private owners may then have a clear field for their efforts.

Officer Explains Situation.

This will be settled at the business meeting tomorrow morning. One of the national officers had the following to say on the subject last night:

No effort is being made to "blast amateurism." In fact, vigorous efforts are being made to cleanse amateurism as applied to motorcycle competition in America. Our proposed definition of a private owner is the ideal definition of the amateur motorcycle rider. Under the present rules most of the so-called amateurs are nothing more than trade riders who are paid salaries and bonuses for riding. In our opinion it is not fair to put in open competition the trade rider, with the almost unlimited facilities of a large factory behind him, and the real private owner who pays for his mount, pays his own expenses and who foots his own repair and replacement bill. In an effort to give the bona fide amateur real protection, instead of the almost entire lack of protection he obtains under the existing rules, we have established the private owner class and defined the private owner in such a manner that no rider other than the pure amateur can possibly be put in this class.

WEST BIDS FOR OFFICES.

This is the first meet that has come to the West and it is shown that by its enormous attendance it was a wise move. The Western candidates for national offices seem to have a clear field. G. H. Hamilton of this city is being boomed for president. Earle Ovington says he will not run for re-election. Charles Wyatt of this city is after the first vice president's office. Harry Graf of this city seeks the treasurership. Le Roy Cook of New York seeks the secretaryship, while G. E. Gibson of Westboro, Mass., is after the treasurership.

The indications are that this eighth annual convention will surpass all previous ones in every respect. The attendance has already broken all records.

MAYOR ROSE OF MILWAUKEE ON BUSINESS TRIP TO CITY

A race with death was lost last evening when Dr. Knue, ambulance surgeon of the city dispensary, attempted to reach

who was dying. The ambulance had been forced to its highest speed, but when it reached the entrance to the hospital grounds Dr. Knue signaled the driver to turn and drive to the city morgue.

A sudden illness that came upon Morris, who was 49 years old, when he and his 5-year-old son, John, were at home alone, at 425 1/2 South Capitol avenue, caused his death. Mrs. Morris was away from home at work in a West Washington street restaurant, where she has been earning the family's livelihood for the last three months. Dr. Knue said that the hemorrhage which Morris suffered appeared to have been caused by an affection of the lungs, probably tuberculosis.

In spite of failing health Morris had continued at his work in the plant of the Perry Manufacturing Company. Three months ago, however, he was compelled to stop working and the wages that supported the little family were cut off. Then Mrs. Morris went to work. Every day in the restaurant at 420 West Washington street she worked and every night administered what care she could to her sick husband.

Little Boy Calls for Help.

Last evening shortly before 7 o'clock Morris became suddenly worse. He became weak, and when he attempted to walk to a window he fell to the floor and blood streamed from his mouth. The little son, unable to give any assistance to his father, ran into the hall.

"Somebody come help me, my papa's dying," he shouted.

Men of other families who live in the block came to the Morris family's rooms. They called the Dispensary ambulance and the race against death was started.

"We can save him if we can get to the hospital in time," said Dr. Knue. Morris was dead before the hospital was sighted, and the failure of restoratives administered by the doctor to cause any responsive action of the heart showed nothing could be done for him.

Mrs. Morris and the little son survive. Morris carried a weekly payment insurance policy and only last Tuesday he made a payment that prevented the policy from lapsing.

CIVIL WAR SCOUT DIES AFTER CONTINUED ILLNESS

William D. Lewis, for Years Knox County Politician, Expires at Home in This City.

William D. Lewis, famous during the civil war as a scout and for years a prominent politician in Knox County, died yesterday at his home in the Baker apartments, 310 North Alabama street. His death was due to heart failure, which terminated a long illness contracted during his service in the war.

The body will be taken to Vincennes tomorrow for burial, the services being under the direction of the Jeff C. Davis Post, G. A. R. His widow, Mrs. Laura Burch Lewis, and three children, Benjamin D. Lewis, Marion G. Lewis and Mrs. Laura B. Love, all of this city, survive.

Mr. Lewis was born in Natchez, Miss., in 1840, and when a child was adopted by John Wise of Vincennes, a pioneer pork packer of the state. He engaged in business up to the time of the war, when he volunteered as a private and was promoted because of his scouting abilities, for which he was noted to a lieutenant. He returned to Vincennes during the war and organized Company I of the Eightieth Indiana Volunteer Infantry of which he became captain. He was wounded at the battle of Perryville and lost the hearing of one ear by the shattering of the eardrum.

At the conclusion of the war he returned to Vincennes and engaged in business as a merchant. He was one of the organizers of the Jeff C. Davis Post, G. A. R., and was its commander for ten years. He took an active interest in politics and was chairman of the Republican county committee for several years. He was



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