

BATTLE FOR LEAD DURING CRUCIAL MOMENTS REAL THRILLER

COOL WEATHER BIG FACTOR IN SPEED MAKING

Pace During Early Part of Race Closely Approaches Old Marks of DePalma.

BOYER SURPRISES MANY

INDIANAPOLIS MOTOR SPEEDWAY. May 30.—The cool weather, discounting a stiff breeze which cut across the oval, was almost ideal for speed.

As the fire spitting steel dragons swept into the wind it required more careful driving.

The fact that the brick surface did not heat up made a warm sun was another important factor to speed.

Time did not "burn up."

MANY RECORDS HELD BY DEPALMA.

Ralph DePalma set most of the track records for the course in 1919 during his wild chase for the honorees during the early part of that race.

For the first 200 miles today the speed was only slightly less than ninety-two miles per hour.

"Joe Boyer in his Frontenac set a dazzling pace during the first part of the contest.

His machine performed splendidly while he was "out in front."

DASHED BING FANTASTIC FEAT.

The contest between Boyer, DePalma and R. Thomas as the 300-mile mark was neared was one of the closest and most spectacular in the history of the annual Indianapolis motor classic.

The fans were brought to their feet time and again as the daring pilots hurled their machines around the big "ditch."

There was profound regret when it was announced that Howdy Wilcox was out of the race.

He won last year and was picked as one of the favorites this year in his Peugeot.

BOYER LEADING AT 250 MILES

(Continued From Page One.)

out in a spill but emerged safely from the wreck.

Louis Chevrolet also broke a steering gear and went out on a turn, escaping injury.

At 150 miles only sixteen of the original twenty-three starters remained.

DEPALMA LOSES LEAD TO BOYER.

DePalma lost his lead through the stop at the pits and Boyer sprang into the lead again, both cars dropping back to fifth place from which he quickly crawled up to third again.

Boyer had not stopped at the end of 200 miles and was driving one of the most sensational races ever seen on the Indianapolis track.

The time for 200 miles was 2 hours, 11 minutes and 12 seconds, an average of 94.65 miles an hour.

At 250 miles, the halfway point, Boyer was still holding his lead of little more than a lap and still had not stopped for tires, gas, or oil. It was a question of "if" until he would have to stop.

DePalma in third place was driving like mad to catch the fleeing Frontenac, and it seemed certain that the pair would go into the last half neck and neck.

Roscoe Sarles, driving Gaston Chevrolet's Monroe, was in second place.

RENE THOMAS TAKES LEAD.

Boyer stopped at 256 miles, put in oil and gas and was away in 1 minute 44 seconds without changing tires. When Boyer stopped Rene Thomas, the French winner of 1914, went into the lead. DePalma went into second place, with Boyer in third.

Thomas enjoyed the lead but a few minutes later for 275 miles DePalma was little more than a few feet behind, and on the next lap he caught the Frenchman and took the lead away from him.

Thomas dropped back and a moment later stopped for four new tires. This left DePalma again battling for first honors, with the advantage slightly with the former. Only half a lap separated them.

Boyer had his precious minutes at the 350-mile mark when he had to go into the pits to change a rear軻re tire. DePalma gained three laps on him and Gaston Chevrolet, in a Monroe, slipped into second place to challenge DePalma's leadership. DePalma was averaging 90.47 miles an hour.

Speculators poured into the large enclosure early and by the time the race got under way the crowd was estimated at 90,000.

Every possible precaution had been taken by the management to prevent a recurrence of the accidents which last year snuffed out the lives of Thurman, Leeson and Molinaro.

The two and one-half mile brick track has been scoured and scrubbed foot by foot.

Each car was carefully tested before it was allowed to go to the post.

Each driver was examined immediately before the race by the speedway physician, so he could start the 300-mile grind.

With only twenty-three starters the opportunities for speed are greater and the possibility of accidents minimized, officially believed.

There was a noticeable difference in the size of the cars this year as compared with last year.

There were much smaller and lighter. These engines are said to have greater speed than the heavier ones and engineers say that every ounce of weight carried militates against the driver.

Great interest in the new style engines is being manifested by manufacturers who say that they will eventually displace the heavier motors.

BOUILLOT FIRST TO APPEAR.

Andre Bouillet in a Peugeot car was first on the track at 9:25 a. m.

At 9:30 it was announced that the greatest event in the history of the speedway was inside the enclosure.

Standing room along the rail in the middle field was at a premium.

A veritable sea of cars was parked inside the grounds, while the crowds were steadily pouring in the gates as post time drew near.

As starting time approached the sky clouded and a stiff wind blew across the course.

Barney Oldfield was at the wheel of the pacemaking car and he sent the speed destroyers away in a flying start that drew a roar of applause that fairly shook the stands.

Women spectators were nearly as numerous as the men and the stands fairly blazed with color.

Dozens of autos were parked in the expansive infield bearing licensees from many states.

As noonday approached the crowd increased and it was believed that the attendance would reach the 100,000 mark.

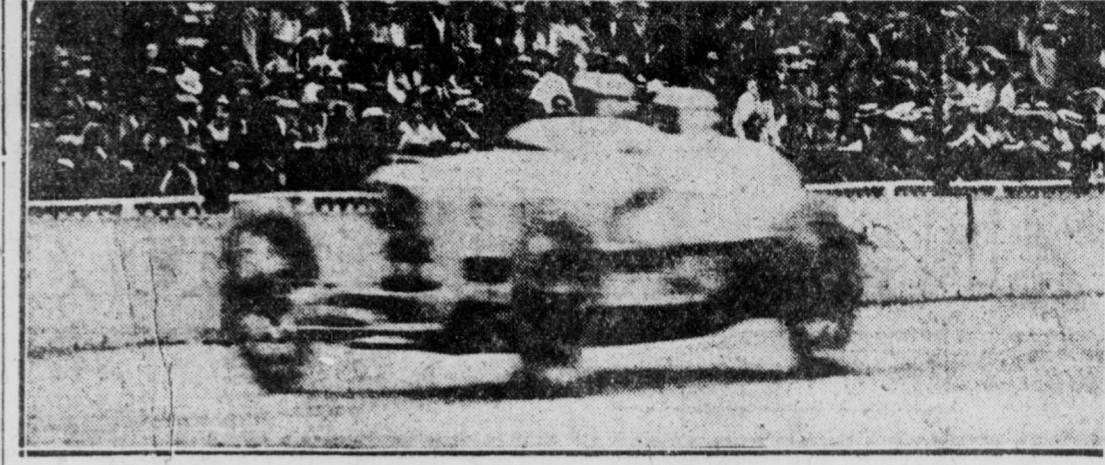
Four previous winners competed—Wilcox, DePalma, Thomas and Goux—and each occupied a foreign car.

Wilcox, last year's winner, being an Indianapolis resident, vied with Louis DePalma for popularity among local racing fans present.

Gaston Chevrolet, also an Indianapolis resident, also had hundreds of admirers in the strong.

Other Indianapolis drivers at the wheels

DePalma Hurtling for Lead



Ralph DePalma "burning the breeze" before the judges' stand in making up time in his first lap of the big race.

Delayed by a flat tire in making the first lap in the race today, Ralph DePalma, one of the favorites in the hot spin, turned loose his Baffolet when his pitmen

had almost changed a wheel, and he started the grandstands and infield spectators in a burst of wild speed. His white car whizzed past the timing

of racers were Bennie Hill in a Frontenac and Pete Henderson in a Revere.

The Chevrolet brothers drove local-built Monroes and their hard working efforts to bring an all-Indianapolis victory won them thousands of followers.

The most numerous of followers were France, Italy and America, only two of these nations—France and America, having cars in the race.

The citizens' lap prize of \$20,000 added to their mounts moving at a record speed because, according to the terms of the race, the first to cross the line was the daring driver.

The speedway \$50,000 prize was to be split ten ways, with \$20,000 to the winner. In addition prizes offered by manufacturers and accessory firms totaled about \$15,000.

The race today was the richest money event of the local speedway's history, with the starting time every road leading to Speedway City was choked with automobiles.

Big cars and little cars, limousines and motorcycles of every conceivable shape and color contributed to the unending procession.

The track was filled with the drumming of motors. The odor of gas and oil of suffocating.

Cars from California and Maine, from Florida and Canada, pushed their dusty noses through the jam of traffic. At the gates of the speedway the congestion was intensified. Steam trains and trolley cars emptied a steady stream of humanity which just as steadily poured through the gates and lost itself within the big crowd.

But everybody was happy. The spirit of a Hoosier holiday was in the air and nothing short of rain could dampen it.

Rain Sunday night relieved the midsummer heat, and "cooler" weather was in prospect for the entire race today.

Five Hurt in Traffic Mishaps to Recover

Five persons injured in traffic accidents yesterday are recovering today.

Thomas Flowers, 905 Edgemont street, riding a bicycle, was injured when his wheel was struck by an automobile driven by John Ross, 133 Kentucky avenue.

Marion Holt, 119 Fayette street, was struck by an automobile driven by Marion Fields, 815 North Senate avenue.

Henry McMillan, 65 Arbor avenue, was sideswiped by a West Indianapolis street car in front of 129 Reiner street.

McMillan's hand was injured.

Edward Stuckmeyer, 3730 North New Jersey street, was injured when his automobile collided with an automobile driven by Andrew Sweeney, 750 Woodland avenue.

Robert Hendricks, 1810 South Alameda street, was hurt when his automobile collided with a car driven by Norman Rawson.

Evansville Car Co. Gets Trial Fare Boost

Five persons injured in traffic accidents yesterday are recovering today.

Thomas Flowers, 905 Edgemont street, riding a bicycle, was injured when his wheel was struck by an automobile driven by John Ross, 133 Kentucky avenue.

Marion Holt, 119 Fayette street, was struck by an automobile driven by Marion Fields, 815 North Senate avenue.

Henry McMillan, 65 Arbor avenue, was sideswiped by a West Indianapolis street car in front of 129 Reiner street.

McMillan's hand was injured.

Edward Stuckmeyer, 3730 North New Jersey street, was injured when his automobile collided with an automobile driven by Andrew Sweeney, 750 Woodland avenue.

Robert Hendricks, 1810 South Alameda street, was hurt when his automobile collided with a car driven by Norman Rawson.

Evansville Car Co. Gets Trial Fare Boost

A temporary order for a sixty-day period putting into effect a 6-cent cash fare, but retaining a 5-cent cash fare, for experimental purposes, in providing service to the public, was granted by the Evansville Street Railway Company.

The order goes into effect today at midnight, simultaneous with the new wage scale which the company has

signed.

Experience in the sixty-day period will determine what the permanent future fare shall be, and an extended hearing will not be necessary, according to the ruling of the commission.

H. C. Gilbert Funeral From Late Home

Funeral services for Harry C. Gilbert, president of the Harry C. Gilbert Company, merchandise brokers, who died yesterday morning at his home, 1300 North Pennsylvania street, will be held at 10:30 o'clock tomorrow morning at the Lawrence mills.

Gaston Chevrolet's

Driver, H. C. Gilbert, was buried in the

Evansville Cemetery.

He was a member of the University club, the Columbia, Woodstock and Country clubs and was active in the St. Paul's Episcopal church.

He is survived by his widow and one daughter, Mrs. Garvin M. Brown.

22 Wounded During Memorial Services

MARSHALLTOWN, Iowa, May 31.—Forty-two persons were wounded, one fatally, when a squad of ex-soldiers fired a salute from loaded shotguns at Memorial day exercises at the local high school.

The charge from one of the guns struck the muzzle of another, tearing it away and scattering shot into the crowd.

As starting time approached the sky clouded and a stiff wind blew across the course.

Barney Oldfield was at the wheel of

the pacemaking car and he sent the speed destroyers away in a flying start

that drew a roar of applause that fairly shook the stands.

Women spectators were nearly as

numerous as the men and the stands fairly blazed with color.

Dozens of autos were parked in the

expansive infield bearing licensees from

many states.

As noonday approached the crowd

increased and it was believed that the

attendance would reach the 100,000 mark.

Four previous winners competed—Wilcox, DePalma, Thomas and Goux—and each occupied a foreign car.

Wilcox, last year's winner, being an

Indianapolis resident, vied with Louis

DePalma for popularity among local racing fans present.

Gaston Chevrolet, also an Indianapolis

resident, also had hundreds of admirers in the strong.

Other Indianapolis drivers at the wheels

DePalma Hurtling for Lead

APPROVES U. S. INTERVENING TO PACIFY MEXICO

Foreign Relations Committee Makes Exhaustive Reports to Senate.

785 AMERICANS VICTIMS

WASHINGTON, May 31.—Intervention in Mexico by the United States, as it intervened in Cuba, unless further bloodshed and destruction of property is ended by the Mexicans, is proposed in an exhaustive report on Mexican affairs approved by the Senate foreign relations committee and reported to the Senate this afternoon by Senator Lodge, Massachusetts, republican leader.

Absolute protection of American lives, property and rights in Mexico as an iron-clad condition of recognition by the United States of the new provisional Mexican government and of De La Huerta, as president is demanded in the report, which was submitted to the foreign relations committee by Senator Albert E. Hart, of New Mexico, as chairman of the Senate committee which has been investigating Mexican affairs for a number of weeks.

The demand is made by the Fall committee in its report that "none of the provisions of the Mexican constitution with reference to limitations upon rights of property heretofore acquired by Americans in Mexico, herein referred to, shall apply to Americans, except where the limitation is written in the deed, lease or other instrument of title, particularly the provision that the subsoil products other than of Metalloferous minerals shall be the property of the national government of Mexico."

It is also insisted that the prohibition against the ownership of property in lands, water or their appurtenances, or against the concessions for the development of mines, waters, or mineral fuels in the republic to foreigners, shall not apply to American citizens.

785 AMERICANS VICTIMS OF MEXICO.

The report gives 785 as the total of Americans killed, wounded and outraged in Mexico or on the Mexican border in the last ten years, and estimates the American losses in Mexico at \$205,000,000.

The report suggests that the government of Mexico should not be compelled to establish a Mexican army which shall disarm all other military factions.