

## NET SPREADS OVER COUNTRY IN WARD CALL

NEW YORK, May 29.—Investigation of the motive which led Walter S. Ward, young millionaire vice president of the Ward Baking Company, to kill Clarence Peters, a penniless ex-gambler of the United States Navy, on May 15 on a lonely Westchester County road, had spread today to Pittsburgh and Boston.

It was reported that Harry Collins, head of a private detective agency, had arranged an appointment in Boston today with "Charlie" Ross and "Jack," two of three men whom Ward declares were trying to blackmail him out of \$100,000. The third member of the alleged blackmail band was the slain Peters. Ward could not be reached for comment on the charges.

Ross and "Jack" have been missing since the night of the tragedy. The authorities are investigating the report from Pittsburgh that Ward had been made defendant in a \$100,000 breach of promise suit in that city which he claims was an attempt to blackmail him. This so-called extortion plot was hatched seven years ago while Ward was secretary of the Brooklyn baseball club of the Federal League. It is reported the court records of the case have disappeared.

The Ward home at New Rochelle was still under guard today, but no trace has been found of the beautiful and mysterious young woman who was said to have offered a luncheon bus by \$500 on Saturday night to "kill a member of the Ward family." This threat is not taken so seriously as it was originally as the police are now convinced the young woman was under the influence either of drugs or drink or perhaps was driven by constant reading of the Ward murder stories in the newspapers.

## FOUR KILLED BY OUTBREAK IN IRELAND

BELFAST, May 30.—Following an outbreak of violent guerrilla fighting, republicans were reported today to have "captured" two towns on the Fermanagh border—Belmont and Pettigo. Four men have been killed in Belfast in the past twenty-four hours.

## LONDON WORRIED OVER SITUATION

LONDON, May 30.—The gravity of the Irish situation may force Parliament to remain in session over the holidays. A full cabinet meeting today considered the situation after which the Irish leaders were to meet with Lloyd George. No explanation of the sudden postponement of yesterday's conference has been given. British war vessels are patrolling the Ulster coast, and the Belfast correspondent of the Daily Herald reports fifteen battalions of British troops are massing on the northern frontier, to guard against an invasion from the Free State side.

## POLICE ARREST TWO DRUNKEN AUTO DRIVERS

Two automobile drivers are under arrest today charged with operating motor vehicles while under the influence of liquor. Both arrests were made after accidents in which one was injured.

Jacob Kennedy, 3010½ River avenue, was arrested after a truck he was driving collided with an automobile at Morris street and Kentucky avenue.

Elmer Sutherland, 38 East Twentieth street, was arrested at Massachusetts avenue and Alabama street last night. He also was charged with profanity.

Sutherland drove his automobile into another car, Motorpolice No. Wedge and Reilly made the arrest. John Toothman, 316 Virginia avenue, was the driver of the automobile hit by Sutherland's car.

## SPEEDWAY NOTES

At 6 o'clock the cars were lined up all the way to Emoryville and by 7 o'clock practically every road leading to the Speedway was blocked for more than a mile with slowly moving traffic.

Tommy Milton was the first driver to take the track. He came out before half past 6 to try out his new shock absorbers which he had installed last night.

A few minutes later Howdy Wilcox drove his blue Peugeot to the pit and seemed perfectly satisfied as he made no practice laps.

The next car to come out was Leon Dury's Frontenac.

Around the garages and pits, there was a great bustle of activity getting oil, gasoline and tires installed for the long grind.

The infield filled far more rapidly than did the stands. By 8 o'clock there were probably 15,000 to 20,000 persons in the grounds, with more arriving in steady streams every minute.

Indications were that the day would be hot with clear skies and without sufficient wind to stir the flag.

Racing crews said a hot day would mean many tire changes while a lack of wind would be conducive of extremely high speed. The general impression was that the old De Palma record of 89.84 miles an hour, which has stood since 1915, will be smashed.

Mrs. Ruth Goux, wife of Jules Goux, who came with him from France hoping to see him win the race, collapsed when he went out with a broken axle. She was taken to the Speedway hospital.

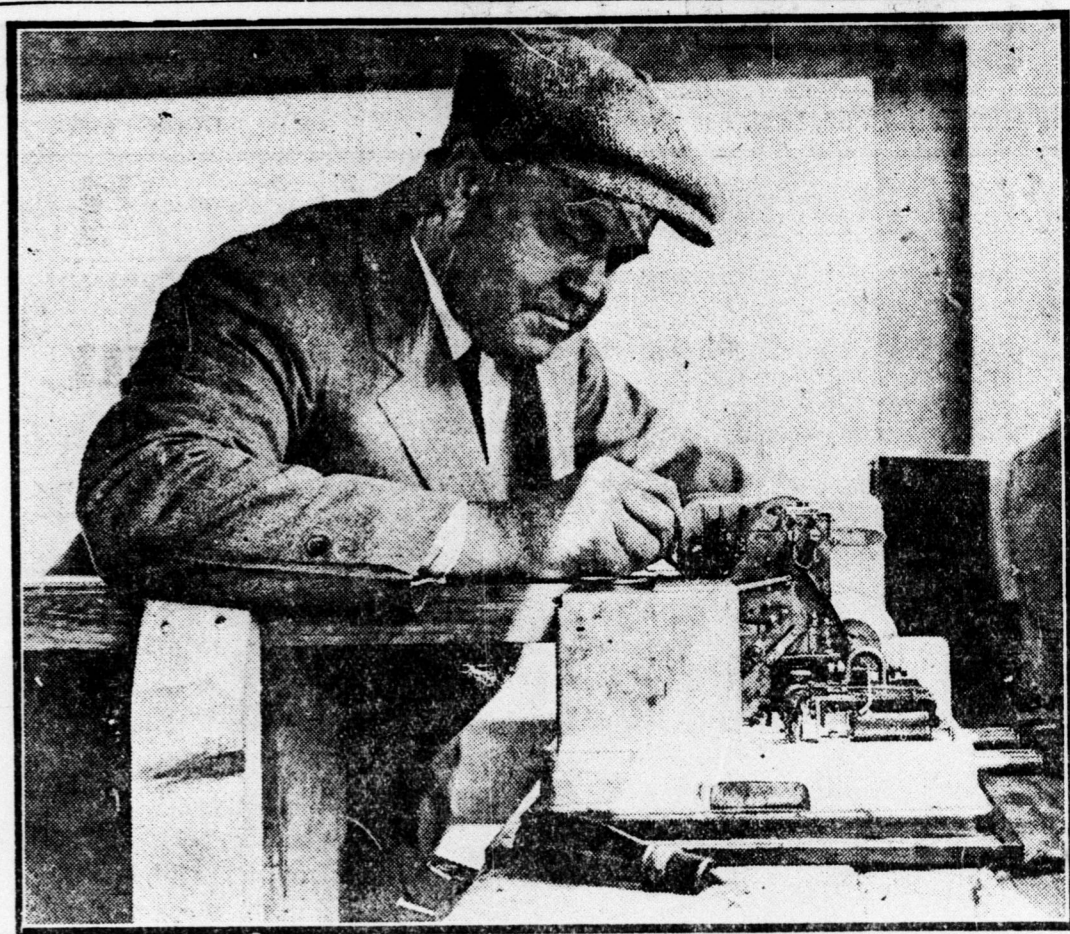
## FAIR DEALING

It is the sincere hope of the nearly 800 firms that support the Better Business Bureau that not one of the thousands of visitors to the Speedway races will suffer any unfortunate experience which in any way mar the widespread reputation for fair dealing which Indianapolis enjoys.

If you have any experience which leads you to believe you have not been fairly treated, report to the Bureau and every effort will be made to adjust your complaint.

BETTER BUSINESS BUREAU.  
O. A. OLWIN, Manager.

## SPLITS TIME IN HUNDREDTH SECONDS



ODIS A. PORTER AND THE SPEEDWAY TIMING DEVICE.

Race fans sitting in the grand stands and filling the parking spaces today are marveling at the remarkable speed with which the timing of the cars is transmitted to them, and most of all at the time which is given even down to the hundredth part of a second.

This perfection of timing is due entirely to the individual genius of Odis A. Porter, chief timer, and is the result of experiments, experience and unending effort covering a period of many years. In the old days, the returns like election results, often were in doubt for several days, owing to the fact that the human mind just will make errors. The more exacting a race became the more reliable became the work of the men doing the timing, and it was realized that if mistakes were to be eliminated the human element must be eliminated also.

It was then that Mr. Porter got busy and developed the most nearly perfect timing device known in the world. So great is its reputation that it is in demand constantly. Last year it was used at the motor boat races at Detroit and the man on the timing boat who was wig-wagging the time to some naval officers on down the line, thought some one was "kidding" him with the hundredths of a second time, and he signalled.

"Say, where do you get time like that?" The matter was explained to him in detail.

## CLOUGH TALKS TO ROTARIANS ON AD TOPICS

Advertising Programs in Each Individual Business Was Discussed.

Elements important in successful advertising campaigns were discussed by John L. Clough of the Clough Advertising Agency, before the members of the Rotary Club at its meeting in the Riley room of the Clapp Hotel yesterday.

Mr. Clough's address was part of the plan of having each member discuss his individual business.

Nine causes were assigned by Mr. Clough for lack of satisfactory results in cases where advertising programs have failed. These he set forth as follows:

"A misconception of the power of advertising and a failure to recognize its limitations, lack of vision, overenthusiasm, which quickly degenerates into pessimism, an exaggerated estimate of the value of immediate returns, the disregard of the far more valuable and important element of permanent good will; lack of persistence or patience; defects in the fundamental plan; exaggeration in advertising; overstatement of claims; misrepresentation or deficient service; lack of reputation, or still worse, a bad one."

The reader of an advertisement intuitively appraises its value. Mr. Clough said, and the estimate he makes of it is largely based on the name signed to the advertisement.

It's exactly like the signature on a check or a note. It may be worth \$10,000 or it may not be worth a copper, depending on the name of the firm which signs the advertisement. The former who signs with a name of established reputation in July is a fast worker compared with the man who undertakes through use of advertising to establish a reputation and a fund of good will that represents money to him.

"Many promising advertising plans drop by the wayside because the advertiser, like the steamboat in Lincoln's story, has a thirty-horse-power whistle and a twenty-horse-power boiler, and engine and the steamboat stop."

"It can not be too greatly emphasized that the majority of cases where the advertising field is a matter of slow growth. This is not a disadvantage to the advertiser; on the contrary, it is the one big secret for which makes for permanent success. Translated to terms of business, it simply means an outfit secured for a product through persistent advertising constitutes the most substantial asset which the advertiser possesses."

Charles Rhodes, editor of the Indiana Farmers' Guide, also spoke at the luncheon. Thirty members will accompany the club's baseball team to Lincoln's story for a game with the Rotary Club of that city, it was announced.

## Police Tap Wire and Make Catch

Tapping a telephone wire Captain Tack and Sergeant Winkler of the police department received information which resulted in the arrest, on blind tip charges, of Albert Smith, negro, bell hop at the Hotel English and Edward Hill, 28 North Addison avenue. Police said Smith ordered a half-pint of liquor for a customer from Hill.

Judge Delbert O. Wilmoth in city court, fined ten alleged blind tipsters as follows: Walter Tribble, 423 South New Jersey street, \$150; Lovel Walsar, 902 Church street, \$150; Mary Jameson, 1129 North Senate avenue, \$100; Mary Mason, 210 Cincinnati street, \$100; Mary Manfredi, \$100; Manuel Kennedy, 707 Indiana avenue, \$100; Rola Dempsey, 629 Blake street, \$50; James Garvin, 524 North Senate avenue, \$50; Daniel Myers, 620 Blake street, \$50; Oscar Krick, Noblesville, \$50.

In addition, Krick was fined \$100 for carrying concealed weapons.

ODIS A. PORTER AND THE SPEEDWAY TIMING DEVICE. The machine is electrically operated and is connected with a wire which crosses the track from the judges' stand to the other side. As a car crosses the wire as it rushes past the stand an electrical connection is made which prints the exact time, down the hundredth part of a second, on a strip of paper, which automatically moves along to make way for the next imprint. Mr. Porter, the daddy of the machine, simply jots down the number of the car crossing the tape immediately below the time. The paper is then sent on down the line to the large force of men who do the computing and by a simple subtraction the time of each car is printed on a card.

This wheel is sealed and is secured to the shaft by a small ratchet and at the end of the shaft is a cross piece of hardened steel called a governor. The governor is made in such a way that the shaft will make a revolution in one hundredth of a second.

On top of the wheel a paper tape two and one-fourth inches in width is automatically fed, and above this tape is a printing ribbon which extends across the four timing wheels. Directly above these wheels are four small hammers set into a square frame hinged in the middle, the opposite ends being drawn up by two magnets, throwing the hammers down upon the printing ribbon, paper and timing wheels, thereby printing the impression which gives the accurate time which is announced a little later in the stands.

And this is the device, undoubtedly the dearest, most accurate and best timing machine in the world which is making the time of the twenty-six contesting cars as they whirl around the Speedway track today.

## CITY PAYS TRIBUTE TO DEAD HEROES

(Continued From Page One.) Then as the guardian of this contest she put an end to oppression. She had shown the way to the world.

"Later in 1917 and 1918 again the cry for humanity, liberty and justice was heard again, her sons took up arms, not for treasure nor lands—but as always before, she had called a great nation, putting her faith in those who were to lead the world to a better future. Now it was a call which she answered, not for one small nation or a group of nations, but for the world. It was a call which she answered with a great vision, her faith in those who were to lead the world to a better future. Now it was a call which she answered, not for one small nation or a group of nations, but for the world. It was a call which she answered with a great vision, her faith in those who were to lead the world to a better future."

For three successive years Mr. Knapp and part of his family have launched a spring offensive against the green flag race, each time getting a bit closer. Last year he reached the high water mark of fourth place in the world line. So encouraged was he by his success that this year he brought the three young boys Knapp and one young girl Knapp, as well as Mrs. Knapp. And today there was joy in the Knapp camp, for after four years of waiting the Knapp's big car was the place of honor and was first to roll in when the big green flag was waving again.

Forgotten all the long hours from noon Monday, when the Knapp's pulled up before the Speedway gates and spread their camp, under the enemy's very towers. Nor did the Germans in their luxurious offices have anything on the Knapp's for comfort.

Monday afternoon when the sun beat down from the west the whole Knapp family spread blankets and cushions on the grass beside the track, and after a heavy meal of hot corny islands from a nearby stand and lemonade to ease them down, they rolled in blankets and slept, more or less, until the lights came seeking their early morning wars and made sleep an impossibility. At 6 o'clock, after only eighteen hours waiting, they entered into the gates.

The Knapp's won first place this year for barely a fender. Not two minutes after they came a sturdy motor from Toledo, Ohio, bearing A. W. Oster and his wife. The Osters did not travel in such comfortable fashion as did the Knapp's, but they, too, came prepared to spend her time usefully, for she spent the afternoon Monday hugging a green and white checked handkerchief.

Third honors went to a shiny new coupe that had wandered all the way from Davenport, Iowa, under the guidance of Arnold Rohoff. Soon afterward came a car of two cramped seats and racing body that had carried some one from Pennsylvania.

A military escort and six divisions comprised the parade which moved from North and Meridian street to the Circle, to the right around the Monument and south on Meridian street to Georgia street, where cars took the marchers to Crown Hill cemetery. The military escort consisted of the 11th Infantry band and a provisional battalion from Ft. Benham, Harrison. The six divisions were as follows: A. Daniel H. McAlister, marshal, escort of Sons of Veterans and local posts of the Grand Army of the Republic; B. Adjutant General Harry B. Smith, marshal, local camps of the Spanish-American War Veterans; C. Col. Solon J. Carleton, marshal, local posts of American Legion, Rainbow Division; Veterans, Veterans of Foreign Wars, World War Veterans, American Women's Overseas League, Y. M. C. A. and Knights of Columbus societies who were on active duty during the war; D. Unformed units of local high schools, followed by E. Civilian patriotic organizations; F. Women's auxiliaries to ex-service organizations.

## LUCKY STRIKE

"It's TOASTED"

It's toasted. This one extra process gives a rare and delightful quality—impossible to duplicate.

Guaranteed by The American Tobacco Co.

RACE FACTS  
Place—Indianapolis Motor Speedway.  
Starting Time—10 a. m.  
Distance—500 miles.  
Number of Laps—200 (2½ miles to a lap).  
Number of Official Starters—Twenty-six.

Foreign Cars—Two Ballots (France); Bentley (England); Peugeot (France).  
American Cars—Twenty-two.  
Previous Winners Contesting—Jules Goux (1913); Ralph De Palma (1915); Howard Wilcox (1919); Tommy Milton (1921).  
Prize Money—Speedway \$20,000; \$20,000 to winner; \$10,000 for second; \$5,000 for third; \$3,500 for fourth; \$2,000 for fifth; \$2,000 for sixth; \$1,000 for seventh; \$1,000 for eighth; \$1,000 for ninth and \$1,000 for tenth; lap prizes, \$10,000 total, \$500 going to winner of each lap; accessory prizes estimated at \$20,000.  
Starters—Eddie Rickenbacker; Assistant starter, Joe Boyer.  
Chief Timers—Odis Porter and Chester Ricker.

## BRITISH GOBS ALL WORKED UP AT NAVY DOOM

Conflicting Sentiments Are Expressed by Vice Admiral Pakenham.

BY FREDERIC WILLIAM WILE.  
WASHINGTON, May 30.—British sailors long-time rulers of the waves, contemplate the doom of big navies with conflicting emotions. Their sentiments concerning the results of the Washington conference for limitation of armaments were voiced poignantly, if tactfully, today by Vice Admiral Sir William Pakenham, K. C. B., K. C. M. G., aboard H. M. S. Raleigh. That newest, finest and biggest light cruiser of the British navy—the first British man-of-war to poke its nose into the Panama Canal—H. M. S. Raleigh was here in 1914 to watch the burning of the capital by a British army—arrived in Washington yesterday morning on a ceremonial visit.

The Raleigh is the flagship of the British navy's North American and West Indies station, and has just returned from a cruise to the Western coast of the United States, via the Panama Canal. She is 607 feet long, displaces 12,100 tons, carries more than 700 officers and men, and with her twenty-one foot draught, just scraped through the channel leading to the navy yard. The pilot of the Presidential yacht, Mayflower, was loaned to the Raleigh for the tortuous passage.

ADMIRAL PAKENHAM  
AN ADMIRAL PAKENHAM, a splendid type of the British sea dog and so typical of his class that he could go on without a makeup and play the admiral in "Pirates," spoke feelingly to the Washington newspaper men of his quarter-deck this afternoon about the twilight of the naval goals. He discussed what was done at the Washington conference with the emotions that naturally fill the breast of an admiral who commanded a British cruiser-squadron in the battle of Jutland.

"When any ship, a few weeks ago, passed the magnificent Pacific coast of the United States Navy of San Diego," said Admiral Pakenham, "I couldn't help musing what a pity it seems to scrap, craft for craft, the last vestige of an engineering science. Genius, I thought, could achieve nothing finer in the realm of mechanical skill. I reflected, too, that notwithstanding the claims put forward for the newer types of warships, the battleship, after all, remains our sure shield—the safe bulwark of the state that must defend itself at sea. In all the wars of modern times, when sea power was so great, it was called upon to demonstrate its worth. I know of no occasion when the man-of-war has not lived up fully to the high standard of its duty."

Through those plaintive remarks of Admiral Pakenham, which were volunteered and constituted the portable picture of a great professional seafarer, the visitors, there ran no note of bitterness over the sealed fate of the big fighting ships. But no one within the sound of his voice, when sea power was so great, it was called upon to demonstrate its worth. I know of no occasion when the man-of-war has not lived up fully to the high standard of its duty."

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## Knapp Wins First Race; to the Gates

BY NORA RAY.  
It took the Union Army four years to take Richmond and the Yanks had nothing on E. J. Knapp of Richmond, Ind. Just four years to the day it took him to make the sixty miles from Richmond, Ind., to the front line trenches of dusty cars and to be the first to enter the gates of the Speedway on the day of the big race.

For three successive years Mr. Knapp and part of his family have launched a spring offensive against the green flag race, each time getting a bit closer. Last year he reached the high water mark of fourth place in the world line. So encouraged was he by his success that this year he brought the three young boys Knapp and one young girl Knapp, as well as Mrs. Knapp. And today there was joy in the Knapp camp, for after four years of waiting the Knapp's big car was the place of honor and was first to roll in when the big green flag was waving again.

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## IT WORKED WONDERFULLY

Have you noticed the number of persons coughing this Spring, caused by an irritant in the air, which attacks the throat? This coughing is banished by a few doses of Ely's Cream Balm, and throat and chest are kept safe into next year.

Washington will make a great fuss over the Raleigh, her admiral officers and men. Society has mapped out a strenuous program of luncheons, dinners, garden parties and dances and one Navy yard blue-jackets are going to show the

TAXI CABS  
Main 0805  
INDIANA TAXI CO.  
Receipt Printing Meters

Buy the  
AMERICAN BEAUTY  
IRON  
At the  
Convenient  
Corner.  
The Daylight Corner  
Merchants Heat and  
Light Company  
C. O. B. Murphy, Gen'l Mgr.

LINE-UP	
Line-up at the start:	
No. Driver.	Car.
32-James A. Murphy.	Murphy Special.
12-Harry H. Hart.	Frontenac.
13-Ralph De Palma.	Duesenberg.
4-Leon Durny.	Frontenac.
5-Ralph Mulford.	Frontenac.
2-Rosecoe Searles.	Frontenac.
24-Jerry W. Wenderlich.	Duesenberg.
9-Frank R. Elliott.	Leach Special.
1-Ira Vall.	Distel-Duesenberg.
1-Peter De Paolo.	Frontenac.
31-Clifford Durant.	Durant Special.
26-Tom Alley.	Monroe.
21-I. J. Fetterman.	Duesenberg.
10-Ora E. Halth.	Duesenberg.
27-L. J. Corum.	Monroe.
3-E. G. Baker.	Frontenac.
10-Joe Thomas.	Duesenberg.
23-Wilbur D'Alene.	Monroe.
22-Douglas Hawkes.	Bentley.
25-Jules Ellinboe.	Duesenberg.
19-Glen Howard.	Fronty-Ford.
14-John Gouge.	Ballot.
15-Eddie Heane.	Ballot.
8-Tommy Milton.	Leach Special.
4-Arthur Klein.	Frontenac.
16-Holmes Brown.	Frontenac.
35-William Gardner.	Bentz Special.
28-Frank Davidson.	D'Vehr.
18-Jack Curtner.	Fronty-Ford.

enlisted men a real American "time." Admiral Pakenham and his staff will dine with the Secretary of State and Mrs. Hughes tomorrow night, and on Wednesday morning will be presented to President Harding at the White House.

## MRS. CARL SITS IN CELL DURING MEMORIAL DAY

Woman Accused of Her Husband's Death Has Jail Conference.

BY STAFF CORRESPONDENT.  
SHELBYVILLE, Ind., May 30.—Mrs. Clara Carl, who has been on trial in the Shelby Circuit Court for the past seven days on a charge of fatally poisoning her second husband, spent Memorial Day in her cell in the county jail conferring with her attorneys.

Confined arrived from Greenfield early this morning and immediately held a lengthy conference as court is not in session today.

Mrs. Carl will take the witness stand in her own behalf some time Wednesday if present plans of her attorneys be carried out.

Mrs. Carl is showing the strain of the ordeal in the courtroom. Her eyes are continually red, caused by constant crying while hearing the evidence. Yesterday afternoon she cried the better part of the entire session as her friends took the witness stand and testified as to her good reputation.

She is in an extremely nervous and excited condition. Friends are constantly at her side in the courtroom in an effort to soothe her. She is becoming weaker each day and often leans upon the arm of the sheriff while being escorted to and from the jail.

The defense began the introduction of a large number of Greenfield and Shelbyville doctors who answered hypothetical questions propounded by the prosecution to them by the defense and equally

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