

TWO CADETS AND TWO AUTO AND TWO AUTO RECORDS BROKEN

Driver Bourque and Mechanician Holcomb Perish in a 250 Mile Race

Series of Mishaps and Casualties Mark Events on the New Indianapolis Speedway

INDIANAPOLIS, Ind., Aug. 19.—Two lives were lost at the opening of the new Indianapolis motor speedway today. William A. Bourque, driver of the Knox car in the 250 mile race, and Harry Holcomb, his mechanic, were killed by crashing into a fence.

Two records were broken. Barney Oldfield, driving a high powered Benz, covered a mile in 43 1/10, breaking the Palma's mark of 45.1, and Louis Chevrolet, in a Buick, made 10 miles in 8:56 4/10, cutting Oldfield's time of 9:12.

Robert Burman, in a Buick, won the 250 mile race, the feature of the day. It was this contest that cost Bourque and Holcomb their lives. The winner's time was 4:52.57, 1/10—slow because of the many accidents that marred the race. The Stoddard-Dayton (Clements) was second in 4:46:01 8/10, and the National (Merz) finished third in 4:52:29 7/10. Another National was the only other car of 10 starters to finish.

MUST IMPROVE TRACK

The death of the two men caused the American automobile association to inform the owners of the track that certain changes must be made by tomorrow, or sanction for the remaining events would be withdrawn.

The association demands that the track be freed from its many dangerous ruts and that every inch of it be thoroughly oiled and tarred. Today only a short portion in front of the grandstand was oiled, and the dust on the other parts is blamed for the collapse of the drivers in the long race—Louis Chevrolet and Fred Ellis—who were blinded by the dust which mist that covered the major portion of the track.

The Knox car was in second place, with Burman in his Buick, leading, and had covered nearly 150 miles when the crash came. While coming down the home stretch the car suddenly swerved and tore into the fence at the left of the track, turning completely over and pinning its two occupants beneath it. Both men were killed when they slipped under the wreck, but Bourque died in the ambulance on the way to the emergency hospital. Holcomb died a few minutes after he arrived at the hospital.

STEERING WHEEL SLIPS

According to the story told by Private Frank Brander of the Indiana national guard, who was nearest the accident, something caused both men suddenly to turn and look behind. As they did so the steering wheel slipped from Bourque's hand. Then came the accident.

Bourque was 26 years old and lived at Springfield, Mass.

Holcomb was 22 years old and lived at Grandville, Mass.

Albert Dennison, racing partner of Bourque, collapsed after the accident. The sight of the men lying dead was too much for the friend of both. He had been ordered upon to open to face death in the same manner.

BLINDED BY DUST

Louis Chevrolet, the French member of the Buick team, was led into the hospital—almost blinded with the tar and dust from the track—shortly after the two men had died. The Frenchman, who had been leading during the early part of the long race, was forced to give up. He gazed upon the bodies of his two former rivals, then, overcome by emotion, staggered to a chair. As a result of the two deaths the Knox company has withdrawn all its entries for the next two days and it is said it probably will never again enter its cars in a race.

The following cars started in the 250 mile contest: Knox (Bourque), National (Kincaid), National (Morse), Stoddard-Dayton (Miller), Buick (Burman), Buick (Strang), Buick (Chevrolet), Jackson (Ellis) and Stoddard-Dayton (Clements).

Strang was the first to come to grief, as his car caught fire before he had completed one lap. He was delayed some time by this and the officials at first refused to allow him to continue, as he and his mechanic had been aided by the track volunteers' fire company in extinguishing the blaze.

CHEVROLET TAKES LEAD

Chevrolet dashed into the lead at the start and held it for 52 laps, or more than half the race, with the brief exception of the fifteenth and sixteenth laps, when he relinquished it to his teammate, Burman, the winner. When he was blinded by dust he was led from the track and his car withdrawn.

After Chevrolet's withdrawal, Burman again went into the lead, with Bourque second and Kincaid third. This order continued until the fatal accident to the Knox. Kincaid then moved into second place and Ellis, in a Jackson, loomed as a contender in third place.

Burman led until the eighty-second lap, or until about 205 miles had been covered. Continual trouble with the tires and ignition caused him to lose his commanding lead and drop to second, while Ellis, who had passed Kincaid some distance back, took the lead, with Burman second and Clements, in a Stoddard-Dayton, third.

STRING OF MISHAPS

Then the Jackson began to encounter its string of mishaps that finally put it out of the race. A. J. House, the mechanic, was taken ill and forced to leave the car.

With the Jackson out of commission, Burman was able to regain the lead, with Clements second and Kincaid third. This order continued until the finish.

It was in the second event—a 10 mile race for stripped chassis—that the first record was broken. Chevrolet won easily, and apparently had little difficulty in cutting Oldfield's record from 9:12 3/5 to 8:56 4/10. This race was a clean sweep for the Buicks, as Strang finished second and Burman third.

Event No. 1—Five miles, stripped chassis, 161 to 200 cubic inches piston displacement—Stoddard-Dayton (Schaeffer), first; Stoddard-Dayton (Wright), second; Buick (Dewitt), third. Time, 3:12 1/2. Velle (Sticker) also started.

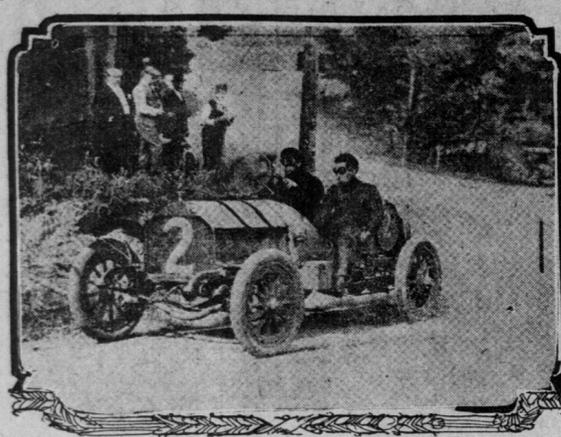
Ten miles, stripped chassis, 221 to 300 cubic inches piston displacement—Buick (Chevrolet), won; Buick (Strang), second; National (Alken), third. Time, 8:56 4/10. Marmon (Bartron), Marlon (Stelly), Marlon (Almon), and Marlon (Tinker), also started.

This is a new American track record, breaking the former mark of 2:12 held by Barney Oldfield.

Five miles, stripped chassis, 201 to 450 cubic inches piston displacement—Buick (Burman), first; Knox (Bourque), second; Buick (Chevrolet), third. Time, 4:52 57/100. Buick (Strang), Stoddard-Dayton (Miller), Jackson (Ellis), and Stoddard-Dayton (Clements) also started.

Ten miles free for all handicap—Marmon (Stiller), handicap 1 minute and 25 seconds, first; Jackson (Hutch), handicap 1:30, second; National (Alken), handicap 2:00, third. Time, 8:22 1/10. Buick (Chevrolet), Jackson (Ellis), Buick (Strang), Stoddard-Dayton (Miller), Buick (Burman), Knox (Dennison), Stoddard-Dayton (Wright), and Stearns (Ford), finished as named.

Driver and Mechanician Meet Death in Auto Race



William A. Bourque, driver of Knox car, and Harry Holcomb, his mechanic, who were killed yesterday in 250 mile contest at Indianapolis.

PRESIDENT PUNISHES WEST POINT HAZERS PRESIDENT LIMITS CHAUFFEUR'S SPEED

Cadets Who Beat Young Sutton Are Dismissed From the Military Academy

WEST POINT, N. Y., Aug. 19.—By direction of President Taft seven cadets were dismissed from the United States military academy for being involved in the hazing of Cadet Rolando Sutton of Portland, Ore. Cadet Sutton is a brother of Lieutenant James N. Sutton of the naval academy, whose death was investigated at Annapolis recently. The cadets named are:

- John H. Becker Jr. of West Point, Ga., first class.
- Richard W. Hooker, Kansas City, Mo., third class.
- Earl W. Dunmore, Utica, N. Y., third class.
- Chauncey N. Devore, Wheeling, W. Va., third class.
- Gordon Lefevre, Richmond, Va., third class.
- Albert Crane, Haverdell, Iowa, third class.
- Jacob S. Feltzer, Bohlen, Ala., third class.

Their dismissal is in accordance with military academy regulation, providing that any cadet guilty of hazing "shall be summarily dismissed from the military academy."

SUTTON A RELUCTANT WITNESS

Before the board of investigation Sutton proved a most reticent witness. Though he gave a complete narrative of his adventures on the night of June 13, he professed to have been unable to recognize his assailants.

The personnel of the president's traveling party has been completed. John Hays Hammond, Captain Archibald W. Butt, military aid; Wendell W. Mischler, assistant secretary; Dr. G. Richardson of Washington; James Sloan Jr. and L. C. Wheeler of the secret service and Major Arthur Brooks, the president's confidential messenger, who just now is fighting with the red army of invasion about Boston, will accompany the president. Six news paper men will make the entire trip. The party will travel in two private cars.

TAFT TO STOP AT OGDEN

It practically was decided today to include Ogden, Utah, in the list of stopping places. This change will necessitate a curtailment of the stay in Salt Lake City and was arranged in accordance with a request from the Utah committee.

The broadly spread understanding here is that Sutton was "hooned" by a ghost and that like a stout fisted young westerner he defended his personal dignity and his duty so effectively that the ghost was glad to take to the woods. A relief party of "hobgoblins" then descended on him with tent pegs and beat him into submission.

Throughout the investigation Sutton's tact and loyalty to his fellow cadets have won him high popularity. The dismissed upper class men are supposed to have no hope of reinstatement, as the president is not likely to reverse his decision.

NEGRO PRESS ASSOCIATION

Louisville, Ky., Aug. 19.—R. W. Thompson of Washington, D. C., now heads an organization termed the National Negro Press association, which was formed here during the tenth annual convention of the National Negro business league. The league has re-elected Booker T. Washington as president.



THE NATIONAL TAILORS Move to 914 MARKET STREET An Extra Pair of PANTS FREE

With Every Suit Ordered on Opening Day, Saturday, the 21st

See our new Fall importations—beautiful Scotch Tweeds, English Black and Blue Serges, Crepes and Fine Diagonals. These goods are usually sold by others for \$40 and \$50 a suit. Our price on opening day will be \$20 and \$25 a suit.

Remember, this is a special price, and the extra pair of Pants FREE are for opening day only. These Pants are worth from \$7 to \$8 a pair. They will double the life of your suit.

Our prices are \$5 and \$10 cheaper than hand-me-downs and about half the price of what other tailors charge.

Remember, you take no chances—we have specially imported a new set of high priced cutters and tailors for our new store at 914 Market street and our linings and trimmings are the best.

The NATIONAL TAILORS

J. SMITH & CO.
Of 520 Market St.
Now 914 MARKET STREET
Opposite Fifth St. Near Powell
43 N. First St., San Jose 911 Broadway, Oakland

SHUBERTS' MAN SAYS COHN IS NOT TRUTHFUL

Wordy Fight Over Staging of "Witching Hour" at Valen- cia or American Theater

Market Street Manager Declares Opposition Is Paying Bonus and Objects to Prices

By WALTER ANTHONY

The final shot of yesterday's theatrical battle came over the wire late last night. It was a message addressed to C. B. Bradford, representative of the Shuberts here, and read:

"Witching Hour" will play Valencia theater the time you have arranged.
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Per J. J. Shubert.

Never was there so much dust kicked up in theatrical San Francisco as is clouding the light now going on by wire and letters between the Valencia theater, the American theater and the Shuberts. The row has reached the acute stage, wherein it is alleged on one side that the other isn't telling the truth. The lie has been passed. Manager Cohn says that Bradford, Shuberts' agent, told him the reason why the Shuberts were leaving the American theater for the Valencia was because of a 10 per cent bonus granted by the Valencia management to secure "The Witching Hour," which inducement, of course, the Shuberts could not ignore.

BRADFORD CONTRADICTS COHN

Charles Bradford, who is at the head of "The Witching Hour" company, says he never told Cohn any such thing.

"Our reason for changing theaters," says Bradford, "was because Cohn did not live up to his obligations in the contract to properly advertise this attraction."

Cohn says there is no such obligation existing, and there you go. Meantime the rumor gained currency last night that Manager Cohn, seeing that there was little likelihood of holding the Shuberts to the agreement, had started to perfect plans to install a stock company at the American theater and that he had made an offer to Paul McAllister to serve as leading man at the conclusion of Frank Bacon's brief engagement at the American. Confirmation of this and a thousand other rumors was not forthcoming last night.

Both theaters are offering seats for sale for "The Witching Hour" and are taking orders, they say.

DISPUTE ABOUT PRICES

Cohn, in a formal statement, also urged that the prices insisted upon by Bradford for seats to hear "The Witching Hour" were too high and that the show wasn't worth \$2. Cohn says that Bradford himself admitted this, Bradford says he never admitted anything of the kind, but that on the contrary \$2 had been the prevailing price ever since the show was started on its successful way.

The Hackett theater, said Bradford last night, "we got \$2 for the whole lower floor during the entire 18 months of the run in that playhouse."

"The salary list alone, and we can prove it, is \$4,600 weekly, as against the usual average of less than \$2,000. The cast is long and the cost of production more than usual. I do not think San Francisco is a cheaper city than New York or New York is, as against Augustus Thomas, who will be here in a few days, would not consent to have his drama played for less."

COHN ACCUSED OF "KNOCKING"

"However," said Bradford, "that sort of a statement is to be expected. If Cohn can't play his hand, it is natural that he would employ his opportunity to knock our show. The differences grew out of his refusal to advertise our attractions, and that is all there is to it. He knows it and I know it."

"When this same company was three weeks out of Boston we had already spent \$1,100 in advertising in the Boston papers, establishing a mail order scheme. This has proved of advantage clear across the country. I sent Cohn the material to do this advertising, but he refused, saying that such advertisements would injure the business which his stock company was doing. So instead of spending, on our orders, \$1,100 he has not, up to the present time, spent 11 cents. That isn't the way the Shuberts do business."

BOTH SIDES OF CONTROVERSY

To give both sides of the controversy, and to let it be seen how merry the fight is waging, Manager Abe S. Cohn's formal statement is published herewith. He had no other statement to make, except to deny the rumor that Paul McAllister had been approached with a view to engagement as leading man for the stock company which, it had been said, the American intended to establish.

"If the Shuberts are not to be held to the contract," said Cohn, "then I must look elsewhere for attractions. But I believe they can be made to, and so, for the present, I am not contemplating the engagement of McAllister, or anybody else. The rumor arose, possibly, because he was here tonight to see the show and we had a conversation together."

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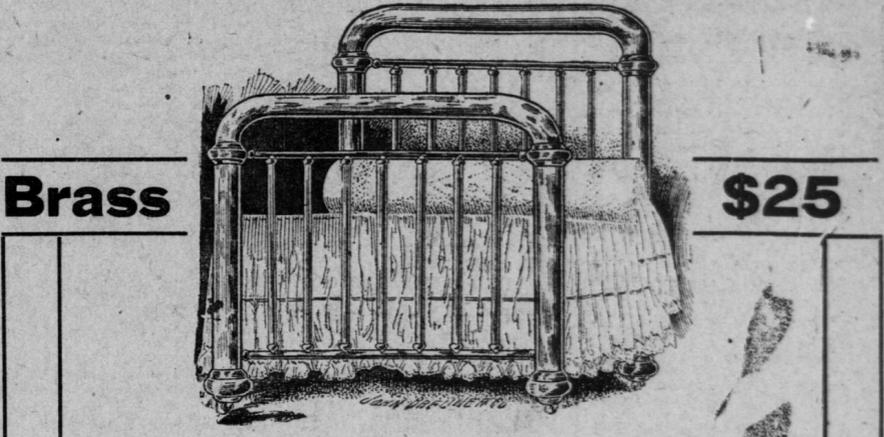
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Brass

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