

RESTA SMASHES ALL RECORDS AT CHICAGO RACES

Italian Wins 500-Mile Speedway Automobile Race, Winning \$20,000 Prize Money—Average Speed 97.6 Miles Per Hour—Porporato Second, Rickenbacher Third.

SPEEDWAY, CHICAGO, June 26.—Dario Resta today won the 500-mile speedway automobile race and incidentally shattered several world's competitive records. His time was 5:07.96, or about 26 minutes faster than the previous records held by De Palma.

He won more than \$20,000 prize money. Eighty thousand people saw the race.

Resta's average was 97.6 miles per hour. Porporato averaged 96.5 and was but three miles behind his fellow countryman.

Rickenbacher's average was 95.8. He was four miles behind Porporato. Harry Grant, who broke the world's non-stop competitive record, was fourth. E. Cooper was fifth and Anderson sixth. *Evans Anderson* broke the Indianapolis record, averaging 90.3 miles per hour.

The order of the finish with elapsed time and average speed per hour follows:

	Time	Avg.
1. Resta	5:07.96	97.6
2. Porporato	5:10.59	96.5
3. Rickenbacher	5:14.92	95.8
4. Grant	5:15.93	95.96
5. Cooper	5:15.59	94.99
6. Anderson	5:19.00	94.4
7. Alley	5:26.94	91.7
8. Chevrolet	5:27.15	91.6
9. Barnum	5:28.55	91.2
10. J. Cooper	5:32.10	90.3

SPEEDWAY, CHICAGO, June 26.—Thousands of persons early today were on their way to the new two-mile automobile speedway, advertised as the fastest in the world, to witness the 500-mile derby participated in by twenty-one of the best known drivers in the country. His time for the forty-mile route laid out was at the rate of 7.5 miles an hour.

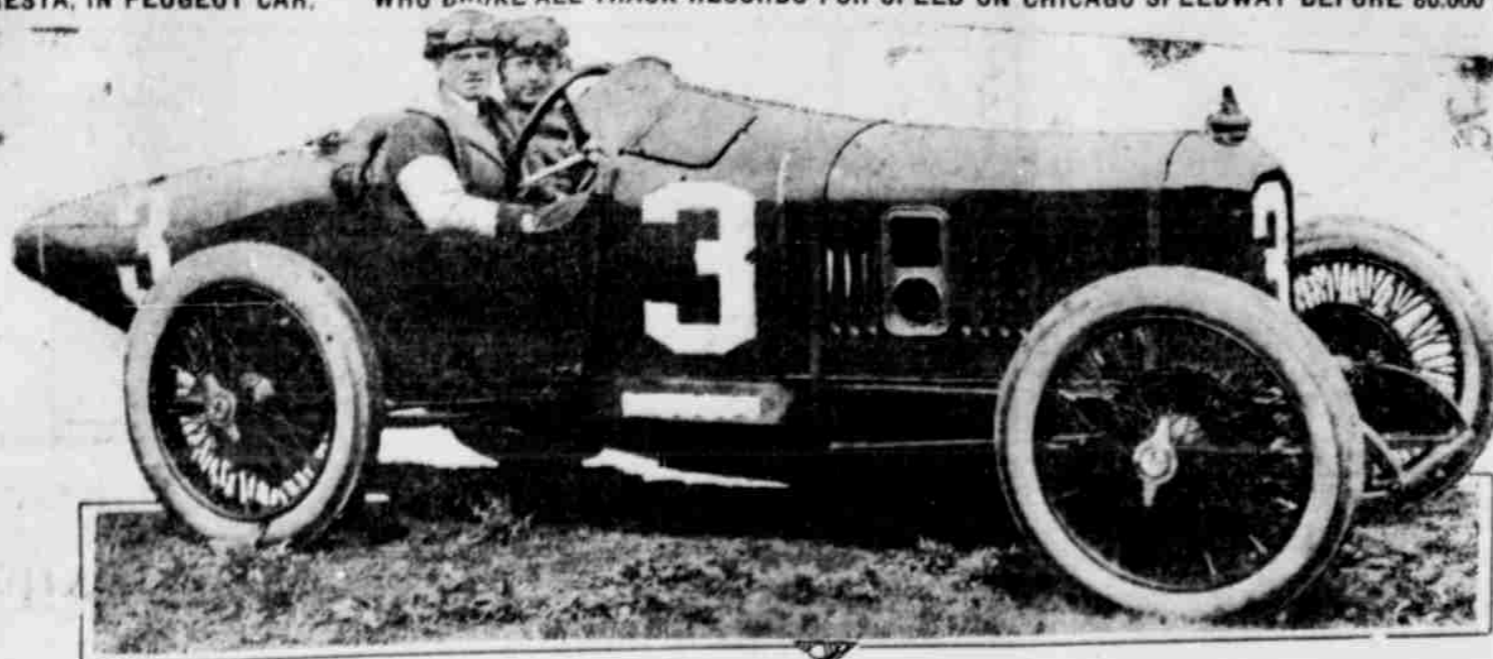
Today the finest creations of the engineers of three countries met to battle for \$54,000 prize money.

The drivers had two 500-mile marks to shoot at. First came the Brooklands, England, mark of 94.75 miles an hour, made in 1913 by Resta, Chassagne and Guinness, who relieved each other at intervals of a twelve-hour grind, and the Indianapolis record of 89.84 miles an hour established by Ralph De Palma, who won the Hoosier classic this year.

Speedsters Get Mixed
The timers got mixed up on the first lap and for an hour 50,000 spectators were left to wonder who was leading.

Chandler withdrew with a broken crank shaft at his twenty-fourth mile. Resta and Wilcox made the first twenty miles at the rate of 102.7 miles per hour. Resta's time

DARIO RESTA, IN PEUGEOT CAR. WHO BROKE ALL TRACK RECORDS FOR SPEED ON CHICAGO SPEEDWAY BEFORE 80,000 PEOPLE



was 11:40, a new record for the distance. The previous record, made by Ralph De Palma at Los Angeles, was 14:56.95.

The timers of the race were unable to keep up the pace. The cars had made eighty miles before they were able to announce the time for twenty miles.

New Century Record

A new competitive speedway record for 100 miles, it was announced, was made by E. Cooper at the rate of 104 miles an hour, or eleven miles faster than the previous record held by De Palma. Cooper was then in the lead at 100 miles. At noon it was stated that the timers had adjusted their figures.

At 120 miles Cooper still led, followed by Resta, Porporato and Van Ransbeek.

At 140 miles the leaders were: Resta, 2:05.27; Porporato, 2:05.52; Earl Cooper, 2:06.13. Resta's average was 98.3 miles per hour. Resta made 160 miles in 1:36:41, a world's record. His rate was 99.23 miles per hour, or approximately ten miles an hour faster than the previous record made by De Palma at Indianapolis.

All Records Smashed

At 300 miles the first six drivers were: Resta, Grant, Cooper, Porporato, Rickenbacher and Anderson.

It was announced that Resta had broken the world's records for 300 miles and for 320 miles at an average speed of 98 miles an hour. Resta's time for the 320 miles was 3:15.90. This compares with 3:19:52 which De Palma required for 300 miles at Indianapolis.

Resta, leading by five miles, beat the previous world's record for 400 miles by 22 1/2 minutes. His time was 4:04:49, or an average of 98.03 miles an hour.

Porporato was second, Grant third, the latter but seven miles behind Resta.

COURT HOUSE NEWS

Reported by Jackson County Abstract Co., Sixth and Fir Sts.

Real Estate Transfers

United States to Alva R. Martin, land in sec. 26-34-1E. Patent F. M. Ferguson to J. H. Reynolds, mining claim in sec. 21-37-4W.

BULLIS PLANS TO ELECTRIZE BARNUM LINE IMMEDIATELY

Signing of the deeds for the transfer of the Barnum railroad to the Bullis interests will take place this afternoon or Monday. The principals in the transaction held a conference in the office of Attorney W. I. Vawter this morning and the final details in the negotiations gone over.

Asked regarding his plans after securing control of the Barnum line, Mr. Bullis said this morning that they were still in a formative shape.

"It looks like this deal was going through," he said. "We have arrived at a trading basis with Mr. Barnum and are agreed upon all points, and the final papers will be signed in the next couple of days. I hope so, for we have been talking about it for the last two years."

R. G. Bullis said that it was probable that the deeds would be signed this afternoon. He was asked how soon construction work on the Main street extension and electrification of the line would begin after they secured control, and said: "Just as soon as we can make the necessary arrangements. We do not want to be fooling along the way it is now. We want to get it electrified as soon as possible."

BOOK WAR ORDERS FOR TWO YEARS HENCE

Fred H. Cowles has returned from a prolonged absence in California followed by a three weeks visit in New York. He says:

"Business conditions are slowly improving. There is tremendous activity in war munitions, and orders are being booked for two year's delivery which looks as though it was figured the war would last that long."

There is a boom in metals. Copper has gone from eight cents to 22 and likely to reach 26. Zinc has gone from five cents to 30 cents and may reach 40. But in spite of all this, the business depression is general.

WAR SMASHING OLD NAVAL THEORIES DECLARES DANIELS

NEWPORT, R. I., June 26.—Secretary Daniels, in an address at the opening session of the Navy War College here today, appealed to American naval officers to profit by the lessons that are being taught by the great war in Europe and to discard all theories which fail to stand the acid test. He referred briefly to the naval program for the coming year and expressed confidence that congress would authorize the increase recommended.

"In personal and material the navy is larger than ever before," Mr. Daniels said. "Its men are trained and fit. Its experts in every department are active to remedy any defects of the past and to take advantage of all that has been learned in the only true school in which this knowledge may be obtained, by observing through our experts in Europe all that may be learned from actual war."

"As you look abroad you see the foundation of old theories crumbling every day."

"We have seen the main fleet of the greatest sea nation in the world withdrawn from the sea to some secluded harbor without having fired a shot during the first year of a mighty conflict. We have seen battles begun at ranges believed to be impossible and ships disabled by shots from guns as yet invisible. We have been told that modern sea fights would be determined in the first ten minutes, yet we have seen that it took six hours to decide one of the greatest ocean battles of the present war."

"With what weapons, by what strategy, shall we meet the terror of the submarine; the still unrevealed

possibilities of the airship? It is to you, gentlemen, that this question must be put. It is to you, your secretary of navy looks for answer.

"I hereby pledge myself to spare no effort to assist this onward march."

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17 New Features

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32x3 1/2	13.35
33x4	19.05
34x4	19.40
36x4 1/2	27.35
37x5	32.90

Size	Non-Skid Tread
30x3	\$ 9.45
30x3 1/2	12.20
32x3 1/2	14.00
33x4	20.00
34x4	20.35
36x4 1/2	28.70
37x5	33.90

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12	5	12
12	4	12
12	3	12
12	2	12
12	1	12
12	0	12

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