

DE PALMA NOW IN ACE OF TITLE

Win at Uniontown Tomorrow Will Give Italian Premier Honors of 1920

"Smiling" Ralph De Palma dodged the hard luck jinx for the first time this season and won the 250-mile Elgin road race by hurling his speedy Ballot across the finish in three hours, nine minutes and fifty-four seconds—an average of 79.5 miles per hour. Over 20,000 racing fans cheered him to victory.

De Palma made a non-stop run on 100-year cords, leading Milton over the finish by one minute and seven seconds. Vainly did Jimmy Murphy beat his Duesenberg after his flying teammate Milton, but only managed to get the checkered flag one minute and 30 seconds behind the "speed king" and 11 seconds ahead of Ralph Mulford's Eddie O'Donnell took fifth place. Murphy's and O'Donnell's Good-year-equipped Duesenbergs also went the entire race without a stop.

By his sensational feat, the popular driver broke all laps and track records, covering by seven seconds the lap record made by the late Spencer Wishart in 1918, averaging four miles more a hour than Gil Anderson in his Stutz in 1915. De Palma broke Wishart's lap record of 6 minutes, 18 seconds, four times, making 6:13 on the 13th lap and 6:14 on the 14th, 29th and 30th. Victory in the race added 500 points to his 1919 record and puts the Italian in position to become the premier driver of 1920 should he win the standing of drivers in the Automobile Association of America championship for 1920 is as follows: count-points made at Elgin: Gaston Chevrolet 1915, Tommy Milton 930, Jimmy Murphy 865, Ralph De Palma 605, and Ralph Mulford 350. A win at Uniontown will allow Milton, De Palma or Murphy to become 1920 champion.

The Elgin race was probably the most remarkable road race ever held in any country in the history of automobile racing. Every car that started also finished, not a stop was made by any car for oil, gasoline or tires, and no one forced stop was made in the entire race. On the second lap Gaston Chevrolet's Monroe came to the pits because of a clogged gasoline line, which took so much time to clear that the Indianapolis winner was placed last, outside the money.

The Elgin race has a deeper significance when its bearing on the development of automobile engines is considered. The 152 cubic inch piston displacement engines, with but six cubic inches more displacement than a Ford, not only broke all track and lap records but went through the 250-mile grinds without a single engine adjustment.

SIDEGLIGHTS ON ELGIN RACES

Only once in the Elgin road race did the hard luck jinx, that has turned victory into defeat for Ralph De Palma for the many months, threaten the popular Italian driver.

On the twentieth lap, after having broken all previous records for one lap, De Palma's speeding Ballot left the ground on "Airplane Hill" and swerved off the road.

Spectators expected to see the car, traveling at an 80-mile clip, crash into the face, but by a splendid exhibition of driving De Palma brought the car back on the road safely with but five seconds loss of time.

Joe Thomas gave a fine exhibition of skill when he started the Elgin race in the Revere after having wrecked the car in a bad spill on Hairpin turn a few days before. Despite lacerations and severe shock, Thomas gamely drove the Revere for several laps, but found the effort too great and was relieved by Tom Ally.

Ally pushed the Revere hard and made a sensational exhibition of driving in the right-angle turn nearest the grandstand, passing De Palma by taking the corner at terrific speed. His skill brought no advantage, for on the back stretch the smiling Ballot "reared up" on his speedy Ballot and passed the Revere as if it had been anchored. The confession of evil works is the first beginning of good works.—August.

HAS REASON FOR ASKING WOMEN TO VOTE FOR HUSBAND



Mrs. Aaron S. Watkins, of Germantown, Ohio, wife of the Prohibitionist nominee for president, thinks the women voters of the country should recognize her husband as the model candidate. He does the family washing. Mrs. Watkins, like her husband, has long been an active worker in the prohibition ranks. She was Miss Emma L. Davis of Middleburg, Ohio.

Ladies

When irregular or suppressed use of sanitary pills. Safe and always dependent. Not sold at drug stores. Do not experiment with others; save disappointment. Write for "Relief" and "Information." It's free. Address: National Hygienic Institute, Milwaukee, Wis.

JAPS REFUSE PEACE TERMS IN SIBERIA

Offers of Far Eastern Republic to Negotiate Settlement Are Declined

VERKHNE-UDINSK, Siberia.—Representatives of the far eastern republic recently established here have been frustrated in their efforts to make peace with the Japanese military command in Siberia by refusal of the latter to treat with them except as concerns territory west of Chita, according to a statement by A. M. Krasnotchekoff, foreign minister of the republic, the The Associated Press correspondent. Parleys were broken off when the Russians insisted that the scope of negotiations should embrace the entire far eastern situation, should assume an international aspect instead of parleys between military commands, and that military operations should be completely suspended while negotiations were in progress.

Efforts of the far eastern republic to establish friendly relations with the Japanese even at the expense of surrender temporarily of sovereign rights to a wide belt of territory, were described by Krasnotchekoff, as follows: "Parleys between the Japanese military mission and a mission of the far eastern republic were begun on May 24 at the station Gongota, between the Japanese-Semenoff and Russian fronts, about 70 miles west of Chita. The Japanese mission, headed by Colonel Eurosawa, presented three demands, namely that the soviet army must return west of Lake Baikal; that a neutral zone be established west of Chita 170 miles in extent and containing no armed forces; that free transportation and communications be established and that the Japanese have representation in the railway management.

"The Russians replied that the soviet army had not progressed beyond the left bank of the Selenga river, (southwest of Lake Baikal) and that the question of their return west of Lake Baikal must be taken up by Japan with soviet Russia.

"The far eastern republic mission proposed that the railway in the Chita and Stretensk districts be considered within the sphere of influence of the Japanese military command in Siberia temporarily, until an agreement regarding Japanese evacuation could be reached; and that through transportation and communication be established eastward.

"The Russians insisted upon parleying regarding the far eastern situation as a whole, that fighting cease on all fronts, and that the negotiations assume the aspect of an international conference instead of parleys between two military commands.

"On May 25 the parleys were interrupted because the Japanese wished to discuss the situation west of Chita only, stating that they were not authorized to do more.

"On June 2 Krasnotchekoff sent a memorandum to General OI expressing surprise that the Japanese mission was not empowered to treat with the Russian mission, and repeating the offer that the pre-Baikal railways be considered temporarily within the Japanese sphere of influence, thus practically renouncing sovereign rights in this territory for the sake of peace."

A SUGGESTION FOR TIRED BUSINESS MEN

The ancient and honorable game called "horseshoe pitching" in America and "quoits" in England, is having a revival. An eastern paper says the game has been general in the west this year, with county contests in some states.

In Ohio horseshoe pitching has become a popular sport at county fairs, and for several years contests for the state championship have been held at the Ohio State fair—a gold medal award nearly as big as a horseshoe having been dragged around for a year or two by a Gallipoli barber.

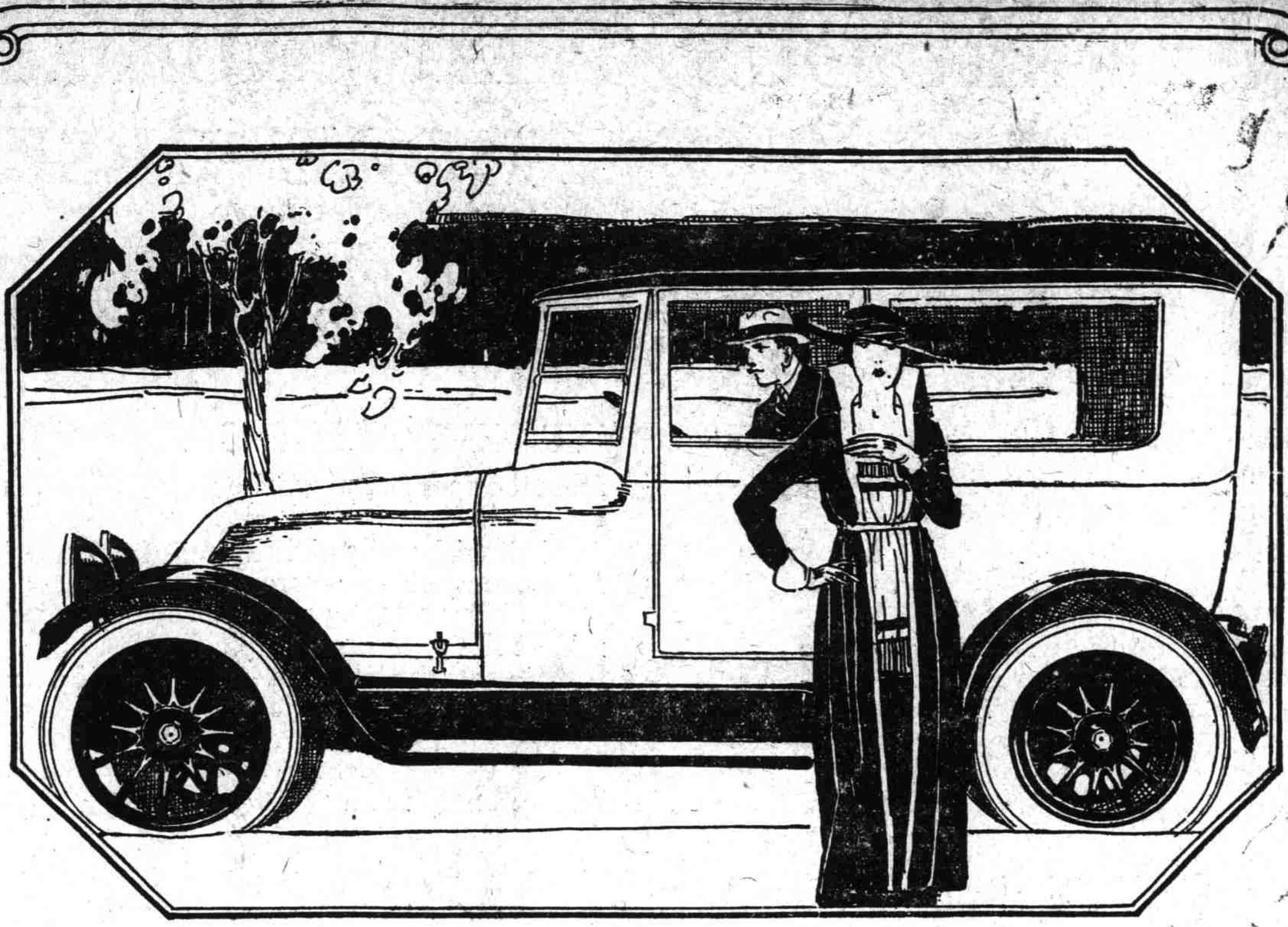
The inexpensive equipment for the game, usually borrowed from the nearest blacksmith shop, makes the game available for men who cannot afford the outfit necessary for membership in golf clubs. Its rivalries are keen, and so interesting that almost any neighborhood, urban or rural, will furnish scores of spectators on warm summer afternoons, seated in shady places, who ought to be at work.

The rules of the game are simple and easily enforced. To promote a sport which generations gone enjoyed, and which affords exercise and real sport at a minimum expense, we quote the rules, with the suggestion that country clubs will find it amusing for those not up to golf:

- Distance between pegs—Forty feet.
- Dimensions of shoe—The limit is seven and one-half inches long and seven inches thick.
- Weight of shoes—Limit two pounds four ounces.
- Length of caulks—Not more than three-fourths of an inch.
- Distance between openings—Three and one-half inches, inside measurement.
- Height of pegs—Eight inches, and peg not to be more than one inch in diameter.
- Scoring—No shoe more than eight inches from the peg shall count. If a player throws two ringers and a player following tops both, the original player gets credit for one ringer. If a player throws a ringer and a player following pitches a leamer, the man throwing the ringer gets one point.—Omaha Bee.

Dye Right

Don't risk your material in a poor dye. Each package of "Diamond Dyes" contains directions so simple that any woman can dye color into old garments, draperies, coverings, everything, whether wool, silk, linen, cotton or mixed goods. Buy "Diamond Dyes"—no other kind—then perfect results are guaranteed even if you have never dyed before. Druggist has Color Card—16 rich colors.



THE FRANKLIN SEDAN

MOTORISTS are turning to the Franklin Sedan in large numbers because they are convinced that it does what a car should do.

- 20 miles to the gallon of gasoline
 - 12,500 miles to the set of tires
 - 50% slower yearly depreciation
- (National Averages)

Taken together, these results indicate the greatest automobile efficiency.

Taken separately, they are the best evidence of another kind of efficiency, even more important.

1. 20 miles to the gallon of gasoline also means Easy Control

Light weight and less friction make the Franklin roll more easily than any other car. Easy-rolling light weight not only uses less gasoline, but is safer—and easier to start, to stop, and to guide.

2. 12,500 miles to the set of tires proves Comfort

The Franklin does not pound out tires. Neither does it jolt nor jar its riders. Comfort and tire economy depend upon the same thing—flexibility—in which the Franklin stands alone.

3. 50% slower yearly depreciation indicates Reliability

Depreciation is the best gauge of car reliability. Franklin quality of materials and kind of construction give less trouble and require fewer repairs over a longer life.

Complete demonstration at any time

Franklin Automobile Sales Co.

Distributors
 WILMINGTON : RALEIGH : GREENSBORO : WINSTON-SALEM
 111 Chestnut Street HENRY M. WARE, Local Manager Telephone No. 95
 Exclusive Franklin Sales and Service