

EDDIE HEARNE FINISHES THIRD IN RECORD-BREAKING 500 MILE DRIVE

MURPHY VICTOR IN 500-MILE AUTO CLASSIC

Flashes Into Lead At Start of Indianapolis Race and Retains It To End.

135,000 CHEER WINNER

Smashes All Records For Distance, Maintaining Average of 94.48 Miles An Hour.

INDIANAPOLIS, May 30.—Leading from start to finish, Jimmy Murphy of Los Angeles, winner of the 1921 French Grand Prix, carved his name still deeper in the hall of motor fame today, when he flashed across the wire winner of the 500-mile automobile race at the Indianapolis Speedway, before a record-breaking crowd of 135,000 spectators.

Murphy smashed all records for the distance, clipping more than 16 minutes off the best previous record. His time was 5:17:30.79, an average of 94.48 miles an hour, against the old record of 5:33:55.51, or 89.84 miles an hour, made by Ralph De Palma in 1915.

Murphy did something which had never been accomplished before at the Indianapolis Speedway, and to the knowledge of racing experts, never before in a race of major importance. He shot into the lead at the start and never relinquished it during one instant of the five hours and 17 minutes, winning \$28,000 in cash prizes.

The Los Angeles driver made only three stops during the entire 500 miles. Hartz finishes second. While major honors went to Murphy, Harry Hartz, also of Los Angeles, who finished second, drove a remarkable race. He jumped into second place 60 miles after the start and held it throughout, always making a desperate effort to catch Murphy.

Hartz's time was 5:20:24.59, an average of 92.54 miles an hour, which placed him a French car to third place in the morning, for an average of 93.04 miles an hour, while Ralph De Palma, one of the favorites, was in fourth in 5:31:04.65, an average of 90.61 miles an hour.

Paced for the first lap by Barney Oldfield, retired star of the racing world, the field roared around close-bunched. Murphy finished the first lap in 1:34:54.

Passing the judge's stand on the second lap, Murphy was five car lengths in the lead, with Leon Duray second and moving up. De Palma was a close third. On the third lap Murphy and Duray increased their leads, De Palma falling back. These positions were maintained throughout 10 miles, Murphy covering the route in 6:09:54, an average of 97.84 miles an hour.

Baker in Pit. Cannon Ball Baker, in his Frontenac, developed ignition trouble on the 15th lap and had to pull into the pits for 2 minutes and 45 seconds. Murphy, still leading by nearly a lap, finished the first 25 miles at an average of 95.74 miles an hour. De Palma kept dropping back, but it was apparent there was nothing radically wrong, and evidently the wily De Palma was laying back for a hard drive at the finish.

Wilcox was forced to withdraw after the tenth lap because of valve trouble. Baker went back to the pits for the second time soon after, ignition trouble again forcing him to the sidelines.

Ralph Mulford was forced to the pits on the 19th lap and changed a rear tire in 28 seconds.

Murphy Still Ahead. At the 50th lap, Murphy still held a long lead, finishing the distance in 31:29:63, an average of 95.74 miles. Duray was second and Harry Hartz third.

W. D. Morton, relief driver for Joe Thomas, took the wheel on the 50th lap.

Roscoe Searles pulled into the pits on the 21st lap and changed two spark plugs in three minutes and ten seconds.

Cliff Durant was forced out of the race on the 20th lap by what appeared to be a broken axle, but examination showed this not so, and he resumed the race.

Jules Ellingboes' car threw a wheel and spun around three times on the 25th lap. Nobody was injured.

Jules Goux was forced out of the race on the 24th lap by a broken axle.

94.91 Mile Pace Is Set. The 75 miles was covered in 47:24.94, an average of 94.91 miles. The time for the distance in the 1921 race was 52:57.

At 75 miles, Murphy was leading Harry Hartz, his nearest opponent, by half a lap, with Leon Duray close behind. Haibe was fourth, two laps behind, with De Palma trailing him.

Murphy, by retaining the lead for the first 30 laps, had won \$14,000 in lap prizes.

In the 38th lap, De Palma raced past Duray and took third position. It was apparent he had made up his mind to come home with a move up toward the lead. At the 100-mile lap, De Palma was a lap behind the flying Murphy, who was leading Hartz by a scant half lap. The time for 100 miles was 1 hour, 3 minutes, 14 seconds, an average of 94.07 miles an hour.

Jack Curtner stopped at the pits on the 21st lap, changed a spark plug and took gas, oil and water in seven minutes.

D'Alene Out. D'Alene's car took fire on the 40th lap, but D'Alene and his mechanic, Schloem, extinguished the blaze, and pushed the car to the pits. The car was forced to withdraw from the race.

Duray pulled into the pits on the 44th lap and changed his right rear wheel in 22 seconds.

Richards, the referee, and Captain Eddie Rickenbacker, the starter.

The list of prizes follows: First place, \$20,000; second place, \$10,000; third, \$5,000; fourth, \$3,500; fifth, \$3,000; sixth, \$2,200; seventh, \$1,800; eighth, \$1,600; ninth, \$1,500; tenth, \$1,400. Lap prizes of \$50 each to the winner of each lap, a total of \$10,000. Prizes from automobile and accessory firms, \$25,000.

Grand Trunk Juniors Win Good Fixture 4 to 1.

Grand Trunk juniors defeated the 12th Battery boys 4-1 last night, the lone tally made by the artillerymen replying to the first score of the season. It is a fine example of good sportsmanship on the part of the battery crew, their handling so well in the face of continued defeats, and the crowds are with them in their game efforts.

Each of the Progressive speakers in turn expressed disappointment to-day that the tariff reductions were not greater, and in addition faulted with certain speakers in the face of their ridings directly, but not in a single instance did a member voice a threat against the government.

Following the example of all preceding Progressive speakers, little sympathy was expressed for the amendment moved by Sir Henry Drayton.

Three Conservative speakers, including J. L. Stansell, of East Elgin, made destructive criticism to the debate.

Two Maiden Speeches. Two Western Ontario Progressives, John W. King, of Huron, and John D. F. Drummond, of West Middlesex, joined in the debate to-day, delivering their maiden speeches to the session.

Mr. Drummond attacked the way in which the governments of the past had dealt with the tariff question, showing a surplus at the end of each year, while for the last several years large additions were made annually to the public debt.

He felt that the finance minister did not give much encouragement in regard to the possibility of reducing the public debt which he felt must be reduced by the American people, and that with municipal and private debts taken into consideration, Canada owed nearly five billion dollars or more than one-quarter of her total wealth of 19 billions. He claimed Canada was not carrying out the heritage left her by the pioneers by allowing public debt to accumulate.

Mr. Drummond criticized the proposed tax on beet sugar, claiming that it would hit many producers in his riding very hard.

Drummond Raps Tax. He believed it was the first time on record that a tax was placed on an industry where the manufacturer had no opportunity to collect the losses incurred from either the consumer or the producer of raw materials. He wanted to know why a burden had been placed on the beet growers when all other branches of agriculture escaped a tax.

He was of the opinion that the finance minister would reconsider the tax or at least apply a similar tax to other industries when he learned of the hardship it would work on the beet sugar trade.

The member for Middlesex West advocated an excise tax of 5 per cent on every commodity taxable, in order to reduce the debt. He favored the excise tax rather than customs duty as a revenue-getter.

He did not particularly care for either the budget or for Drayton's amendment.

J. W. King did not criticize the budget as severely as Mr. Drummond, dealing more with the general policy of the government than with any particular item.

Mr. King said that in his opinion the fiscal policy of Canada had been at fault for many years. As a result of the protective tariff, he claimed that since Confederation the people of the country had been encouraged to congregate in the cities until at the present time the cities were overcrowded with unemployed, while millions of acres of fertile lands were unpopulated.

He read figures to show that exclusive of forest swamps, the Yukon and the Northwest Territories, less than 15 per cent of the land fit for agricultural purposes was under cultivation. In spite of this fact bread lines existed in practically every city.

Favors Reciprocity Pact. "We hope," he said, "that the present government will continue in the direction they have faced. They have made a very short step in the right direction, and we hope they will continue in it, so that ultimately a different fiscal policy will be adopted."

Mr. King did not object, he said, to fostering infant industries, but he believed the idea of protection was being carried much too far.

He advocated the adoption of a reciprocity pact with the United States if such an agreement were possible. It would tend to develop the four basic industries of the country from which all the wealth of the country must emanate. He did not think that the United States would agree to a reciprocity pact, but he felt that a change would come in the United States within the next five years.

Mr. King objected to the custom of several members of always referring to the Progressive group as West-terners.

The budget debate was resumed to-day by A. J. Lewis (Progressive, Swift Current), who replied to criticisms by Conservatives that the Progressives were supporting the government on measures generally in the house.

Mr. Lewis ran over the divisions which have taken place since the session opened and gave the report as follows:

On three divisions, the Progressives had voted with the government; on three divisions the voting had been mixed, but the Conservatives had

Mother Saves 9 Babies From Burning Home.

MONTREAL, May 30.—Although severely burned, Mrs. J. B. Ainey, 2147 DeLauro street, was able, because of her mother love, to rescue her nine children, all under 16 years old, and three in arms, from their burning home today. All the little ones escaped injury.

Sudden gusts of wind coming through an open window blew the flames coming from a stove against the wooden walls of the kitchen, starting the blaze which threatened the lives of the family.

12TH BATTERYMEN SCORE FIRST GOAL

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PROGRESSIVES DECLINE TO AID TORY STRATEGY

Criticize Liberal Tariff Program, But Refuse To Embarrass Government.

DO NOT VOICE THREATS

West Middlesex Member Fears Beet Sugar Tax Hits His Riding.

By RANDOLPH J. CHURCHILL. Advertiser Staff Correspondent.

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Chatham Teacher Will Not Accept London Collegiate Offer.

Special to London Advertiser. CHATHAM, May 30.—Despite a tempting offer from the London Collegiate Institute, Professor W. J. Haydon of the local collegiate staff has decided to remain in the city. At a special meeting of the board of education last evening he was given a raise in salary.

Professor Haydon is in charge of the science department and laboratories at the local collegiate, and is in charge of the crack lacrosse team of the collegiate. He is an all-round sportsman, and is fond of soccer and baseball.

He voted preponderantly with the government. Progressives had not come here to play party politics. They had come to help the interests of the country as a whole.

"I am a free trader out and out," Mr. Lewis proceeded, "and I am not ashamed to admit it; but, Sir, this is a democracy, and a great majority of the people in this country do not believe in free trade. They perhaps believe in free trade than we have, but this country is a democracy and the majority has the right to rule."

Could Not Discriminate. Mr. Lewis was unable to discriminate between the Liberal policy and the national policy. Mr. Fielding was a believer in tariff for revenue, and he had hoped to see that minister reach his ideal of reciprocity and free trade before he handed over the financial burden to other shoulders.

For some reason, however, the finance minister had held that this was not the proper time to bring tariff for revenue into existence. Surely 44 years was a long enough period for experimenting with the national policy, and surely it had been amply demonstrated that it was based on a fallacy.

Mr. Lewis was pleased to see that the government had not accepted the invitation of the United States to enter upon negotiations for the construction of the St. Lawrence canal. The Canadian people must not be overtaxed, and the St. Lawrence project would mean a great expenditure of public money. The new tax on cigarettes was unfair, and it worked an injury to the poor man.

As far as the income tax was concerned, Mr. Lewis had noticed that the rate was very high on incomes from sixty to a hundred thousand dollars, but thought that it might well be raised on incomes of \$10,000 and up.

It would have been a master stroke to bring down the general tariff 10 per cent. This reduction could have been overcome by a tax on cigars, a luxury tax and a graduated tax on automobiles.

Mr. Lewis had increased consumption and made up the revenues. Mr. Lewis hoped to see before long reciprocity with the United States, reduction of duties on goods coming from England by 50 per cent and free trade all around.

Hon. R. J. Manion (Conservative, Fort William-Rainy River) said the present budget did not carry out either the Progressive or the Liberal tariff platform. "The Liberals last year had said they were unable to concur in a policy of protection yet this budget was a protectionist budget."

It would increase the cost of living by \$30,000,000 to \$35,000,000, by adding this much to the sales tax, which amount would be taken from the consumers.

The only sign of free trade in this budget, said Dr. Manion, was that of free trade with Germany. "I am not a flag-waver," added Mr. Manion, "but when I am extending favors to anyone I prefer doing it to a nation friendly during the war rather than to an enemy nation." Under the present exchange system the Germans were given a great advantage by this budget.

The resolutions cancelling the depreciated currency regulations were a mistake. The restriction of trade had not been removed without something being done to place the Canadian manufacturer on a parity with the German manufacturers. The Americans had placed restrictions on depreciated foreign currency.

Fielding Makes Explanation. Hon. W. S. Fielding interjected that this was not law in the United States, and probably never would be. It was merely proposed legislation.

Dr. Manion said that even if the legislation was only proposed it showed the need for it.

The prime minister, during the campaign, had argued for a tariff for revenue and a tariff for the producer and the consumer. The prime minister had called the tariff by many names, but it was noticeable that the minister of finance had not called it a tariff.

Mr. Manion admitted that the demand for the restoration of the Crow's Nest Pass agreement was the most important thing out at the expense of the rest of the country.

The objection to the St. Lawrence deep waterways also came under the heading of sectionalism. A country would not be governed sectionally. The building up of the home markets was the most important thing. Thousands of farmers who sold their products in the industrial centers realized the importance of home markets. If the tariff was removed altogether the farmers would pay a greater proportion of the national revenue than ever before.

Dr. Manion admitted that he had voted for reciprocity in 1911, but was of the opinion that the attitude of the United States was not going to give the finance minister an opportunity to open reciprocal negotiations for a long time to come. The reduction in the tariff would tend toward reducing the revenue.

SHOWS BUILDING TREND UPWARD

MacLeans, Ltd., Report Large Advance Over Previous Year.

Statistics From Construction Costs Continue Downward Course.

During May, construction contracts awarded in Canada, according to MacLean Building Reports, Limited, amounted to \$34,827,300, compared with \$29,428,400 in April, and \$26,859,500 in May, 1921. This is the second largest monthly figure on record since 1914. Residential building accounted for 45 per cent of the May total and amounted to \$15,633,500. Business building amounted to \$11,716,000, or 33.1 per cent of the total; industrial buildings, \$8,015,000, or 24 per cent; public works and utilities, \$8,576,300, or 19.3 per cent. The value of contemplated new work reported during May was \$28,711,500.

The figures for the different provinces are as follows:

No. Projects.	Value
Ontario	2048 \$20,912,200
Quebec	779 13,793,900
British Columbia	276 2,090,900
Manitoba	290 1,381,300
Nova Scotia	84 1,045,700
Alberta	162 875,400
New Brunswick	94 818,400
Saskatchewan	136 668,500
Prince Edward Is.	4 101,000

Total for Dom. 3873 \$34,827,300. The trend of building costs is still downward. During April, the whole sale price index of 48 building materials declined four-fifths of one per cent and is now 78.3 per cent above 1913, compared with a peak of 183.8 per cent reached in May, 1920. Prices have now declined 59.3 per cent from the high. Manufacturers and others who control factors of building cost would make a serious mistake to attempt any price increase at this time. Profits must be taken on volume of business, and in so doing no barriers to progress will be raised.

The various factors which control activity in the building field are pointing more definitely to a period of stabilization and indicate an increasingly encouraging outlook. Money is available for new construction, and increases in amount and the cost of financing is decreasing. The labor situation seems to be calming down and it is anticipated that there will not be any reaction of building cost increase as a result of increased volume.

FAILS TO FINISH STATIONS DRAFT

At an early hour Wednesday morning the stationing committee of the London conference of the Methodist Church had failed to complete the first draft of stations. Despite the fact that three sessions were held Tuesday, and one meeting Monday, the committee failed to complete the draft, which must be presented to the ministerial associations opening in Centennial Methodist Church Wednesday morning.

CANADIAN NATIONAL RAILWAYS IMPORTANT CHANGE TORONTO-WINNIPEG TRAIN SERVICE.

"The National Restored As Daily Train."

Effective Sunday, June 4, Canadian National Railways will restore daily service between Toronto and Winnipeg via Capreol and Fort Arthur. The train from Toronto, No. 3, "The National," will continue to leave at 10:35 p.m., standard time, and train from Winnipeg will arrive, Toronto, 5:15 p.m. These trains will carry most modern equipment of Standard and Tourist Sleeping Cars with Compartment-Observation-Library Cars and Dining-Car service.

Through Standard Sleeper Toronto-Winnipeg, will leave as usual on Grand Trunk Railway train at 8:45 p.m. daily for North Bay, where connection is made with the famous "Continental Limited" from Montreal for Vancouver and Pacific coast points so that the daily services through Port Arthur or Cochrane offer a pleasing choice of routes between Eastern and Western Canada, "The National Way."

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