THREE LIVES PAY PRICE FOR CLOSING AUTO RACES

Mechanician and Two Spectators Killed When Charley Merz's National Car Crashes Through Fence While Great Crowd at the Speedway Watches Three-Hundred-Mile Contest.

YOUTHFUL DRIVER ESCAPES

Buried Beneath Wrecked Car Boy Calmly Turns Off Engine and Crawls Out Uninjured to See Havoc Wrought by Disabled Racer-Lytle's Car Is Ditched Near Club Grand Stands, and When Keene's Machine Is Wrecked Near Bridge Officials Call Long Race Off.

Death demanded three lives as the price for the automobile races yesterday at the Speedway.

Five accidents were recorded when the races were stopped, before the last one, the 300-mile race, was finished. The crowds were becoming frantic with dread and sick with the sight of human life slaughtered on the speed-lustful track.

The Dead.

HOMER JOLLIFF, spectator, Franklin.

Record of Death at Motor Speedway

Clifford Litteral, 27 years old, Dayton, O., mechanician on a Stoddard Dayton car, struck by a big racing car on the way to the Speedway on Tuesday. Died Thursday in Methodist Hospital.

William A. Bourque, 26, Springfield.

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HOMER JOLLIFF, spectator, Franklin.

CLAUDE KELLUM, mechanician, 288.
Bellefontaine street, Indianapolis.

JAMES WEST, spectator, 521 West Merrill street, Indianapolis.

The injured.

JAMES SCHILLER, mechanician, skull fractured.

HENRY TAPKING, spectator, 218 North New Jersey street, Indianapolis, nose broken, arm and hand crushed and body bruised.

ELMER BOUNDS, mechanician, Jackson, Mich., blinded by dust.

DRIVER HARROUN, blinded by dust.

JOSEPH BITTS, mechanician, Kokomo, bruised, stunned and blinded by dust.

BRUCE KEEN, driver, bruised and shaken up.

MRS, WILLIAM BALL, Dayton, O., wife of a mechanician, nervous collapse from excitement.

DRIVER HOUSE, blinded by dust.

Charles Merz, an Indianapolis youthful pilot, and Claude Kellum of Indianapolis were the victims in the worst accident of the day. Merz escaped and Kellum was killed. Five innocent spectators were moved down when the diabled machine jumped through the fence.

While taking the southern curve, just before approaching the balloon bleachers, the right front tire blew out on the National No. 10, the car rushed headlong toward the outer fence, carried away five fence posts, trampled the crowd underneath, tore off five feet of the stone culvert railing, turned completely over and fell hot and sputtering on the far side of the creek.

Merg was buried under the debris, but was unhurt. His escape was a miracle, the greatest ever known since time has recorded racing. His mechanician, Kellum, was thrown from the car to the ground with great force and sustained fatal injuries.

Machine Hurled 100 Feet.

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William A. Bourque, 26, Springfield, Mass., driver of Knox car, killed in 250 mile race Thursday when car turned turtle.

Harry Holcomb, 23, Springfield, Mass., mechanician of Knox car, killed with Bourque.

Claude Kellum, Indianapolis, mechanician on National car, killed in 300mile race yesterday when tire on Merz's machine burst and racer dashed through fence.

Homer H. Jolliff, 20, Franklin, Ind., spectator, killed when National car went through fence.

James West, 29, 451 West Merrill street, Indianapolis, killed when National car went through fonce.

legs broken as least, but when I began to crawl out through the mud and water I realized the greatest joy of my life—I was saved. Of course I did not know then who were hurt nor where my mechanician was.

was to let my mother and father know I was alive."

Signs Warned of Danger:

No one can blame the police nor the soldiers for the fatal accident to the spectators who were standing near the fence when Merz in his National swooped down on them. The fence was plastered with huge signs, warning the spectators to stay away with large "danger" words printed on them. The police drove the crowd back from the danger zone time and again. The officers said that they were busy getting the crowd back, in fact, when the crash came. It was so sudden that no one had time to move an inch from his position.

The fence posts were cut to the groundlike weeds, while several yards of the sixfoot wire fence was torn and carried in front of the plunging machine like a spider's web. fatal injuries.

Machine Hurled 100 Feet.

The machine leaped through the air more than 100 feet after it had crushed the five spectators, slightly injured a score more, and caused a panic among the thousands near by.

All the spectators hurt were men. They were standing near the fence, and did not have a fraction of a second's notice to retreat from the danger zone before the terrible gasoline car had done its work.

When the big National car plowed through the fence and dived into the crowd of spectators, it carried James West, pinned to its radiators across the creek. He fell from the front of the car while flying through the air fifty feet above the ground, and dropped dead a lew feet from the machine, which went bevond him.

Homer Jollist was run over and almost buried in the earth a few feet from the fence. G. L. Bumbaugh, who was standing near, said that he felt the heat of the car and heard the rush as of a mighty wind pass by him, almost sweeping him from his feet, just barely missing him in its death-dealing rush. He declared that no one had time to dodge, and that had the car taken in just one foot more the list of dead would have been more than four times as many.

Merz Displays Rare Nerve.

Merz had presence of mind enough to shut off the engine while lying under the demolished car. When a friend, whom he recognized, rushed to his side, his first words were: "For God's sake tell my mother and father that I am alive." He crawled out from under the car, which operation forced him to travel face downward through the mud and water at the creek's brink, and rushed to the side of his injured mate in the

He was forced away weeping and torn

with grief.

"I tnink I After the race Merz sald: am the lucklest mair on earth this day. As soon as my tire blew out I knew I would have to check my speed, but it was all so quick I was helpless, and had it been any other spot in the whole track we would have escaped with less fatal results most probably. But it was the most dangerous site on the entire course, just by that high embankment and stone

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nke weeds, while several yards of the six: foot wire fence was torn and carried in front of the plunging machine like a spider's web.

The Overland Star press car was the first to reach the scene of bloodshed. carrying a Red Cross physician. It was to an occupant of this car that Merz requested that his parents be informed of his safety.

When the plucky driver was crawling from beneath the rulned racer—then a heap of worthless junk—he was smeared all over with mud and dirt, mixed with oil and dust of the track. He looked a dead man, but when he ran his shirt sleeve over his face and revealed his features whole and all years the look. tures, whole and alive, it was the look of a man who had missed the gates of eternity by a hair's breadth.

Additional police protection and Red Cross assistance were soon on the scene, the men crawling under the culvert instead of risking their necks by running over the track, which was alive with rac-

It was an hour before the crowd had become orderly. Friends ran like mad men hunting one another, not knowing who the dead were. Mothers screamed for their children who had become sep-arated. The bodies of dead and injured were furried away to the Field Hospital, leaving the excited throng crazed with anxiety to know who were the dead.

The police and armed soldiers kept the erowd back so that the Red Cross ambu-

lance attendants could carry the injured-and dead across the track to the interior and then to the field hospital.

Spectators in Confusion.

Wild confusion ruled the spectators. who were mad with anxiety to ascertain who was killed. Wives shricked with fright, not knowing but that their husbands were the victime victims. Children were separated from mothers. adding to the terror of the scene. one knew who was hurt, none knew but that it was a dear friend who had a few minutes before been chatting cheerfully by their sides, but had wandered away, lured by the excitement of the races. G. L. Bumbaugh and H. D. Weller of

this city were both eyewitnesses of the scene, and both narrowly escaped death. They helped the physicians remove the mangled bodies, and afterward recited a story of the accident that agreed in every particular.

When night enveloped the battle field of motor soldiers in which several lost their lives, the ruined racer lay, a heap of useless junk, the most graphic story of the worst accident of the day's event, and almost a duplicate of the bloody man-ner in which Bourque and Holcomb were killed on Thursday.

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"I don't remember when my mechanician left his seat. I don't remember any details; it's all one blot of swift crashing. I knew enough to stop my motor. Had I not stopped it there might have been an explosion that would have cost many more lives and my own.

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"Owing to the physical condition of the contestants, who had been subjected to the strain of a three days' race meet under trying climatic conditions, I deem it to the best interest of the entrants and spectators to abandon the race, therefore, I rule no race and no awards.

"Memorandum—In conclusion, however, I recommend to the management of the Indianapolis Motor Speedway and to the donors of the trophies that suitably engraved certificates of performance be presented to all contestants in active participation in this event at the time of its abandonment and that they be sized by the

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Will Not Race Again.

The representatives of the National factory, all residents of this city, were grief-stricken. A striking phase of the whole tragic affair was that just before the races A. C. Newby and George Dickson, both of the National Company, had called all of their drivers together and warned them. Newby had said: "No boys, I think more of you than of a million race record.— Bon't, please don't the saightent and the

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as Dickson remarked.

After the races were over A. C. Newby declared that never again would one of his cars be entered in a race. He said he was through with the game. "It's not worth half the price," he said. He is first vice president of the Speedway Com-

When Aitken forsook the race after going 100 miles of the grueling journey the first thing he said when he limbed from behind the wheel was that some one would surely get killed before long because the track was being all torn to pieces. His prediction came true. He said that it was hard to stay in the seat, and that the dust at times was so blinding that while whirling at such terrific speed he could neither tell who was in front nor behind. He expected any minute to run into the wrecked heap of some driver ahead, hid by the dust. This fear was before his mind constantly, but, like all the other brave men, he urged his car faster and faster, not stopping until the break in machinery.

Race is Called Off.

The last accident, the one that forced the race officials to shun further responsibility and call off the events, was Keene driver, and James Schiller mechani-They were round the fatal curve which had trapped Merz and ran against wooden railing which bordered the inper side of the track, just after passing n front of the bleachers. The rushing machine thrust its nose into a post which supported the suspension bridge. Keene remained in the seat and held with all his might to the wheel, while Schiller exped and fell on his head. He sustained scalp wound and other injuries which it is thought will not prove fatal. Keene escaped unhurt. The car was ruined. The front, axle was broken, the radiator mashed in and other damage done.

Both men live in this city and are em-

ployed at the Marmon factory.

Will Kollinger of this city and I. F. Newcomer of Mansfield, O., were both on the steps of the suspension bridge when the crash came. They saw every detail. They said the men cried out, unintelligible words of fear, and then all The car raised its hind was over. wheels, still whirling at terriffic speed, and the revolution swung the rear end of the body around facing the opposite direction.

This happened in the same race in which Merz was wrecked about thirty minutes later and within a few hundred feet of the same spot. Keene afterward said that it came so suddenly that he hardly knew it had happened until the soldiers rushed to Scenes of



MARMON CAR W

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The race program had the name of Stillman down for the driver in this No. 17 car, and it was not until long afterward that it was discovered by the crowds that he had escaped and that Keene, too, had narrowly missed a horrible death. Mrs. Stillman was in the crowd in the main grand stand, a half mile away from the scene toward which she could see men running and ambulances rushing. Although she knew her husband was not in that car, she became helpless with fright, when she heard every one on either side muttering the name of her husband as being killed.

The attendants in the Marmon repair pits sent her word as quickly as possible, relieving her.

Wives of Drivers Suffer.

It was a terrible day of hours longer by many times double than the clock actually corded for the wives of the drivers on the track. They suffered many agonies while their husbands spun round and und. Every time they would pass these we wives of soldiers would sigh with relief and breathlessly await the next oir-

bered among the surviving.

This was the accident which decided the end of the race—the culmination of the first big automobile meet on the new Hoosier Speedway.

Referee Charles P. Root of Chicago and Starter Fred J. Wagner of New York city held a brief consultation and then the black and white flag—the signal to stop—began to wave. The race was over. The drivers ceased their death-inviting sport and stopped.

One question was on the lips of all. That was, who was hurt and how seriously. Every driver saw the wreckage he whizzed past, and the crowds gatherd around. When each had seen three direct heaps scattered along the sides of the course they all agreed that it was becoming terrible. Some team managers fared that their pilots would even lose control of their minds because of the stain on body and the fatalities which were becoming mile posts around the track.

The race stopped in the ninety-fourth lap, 235 miles of the 300-mile event, and at 5:24 o'clock. Lynch, in a Jackson, was in the lead. The time was 4:13:51.4.

Lytie Saved by His Nerve.

MARMON CAR WH



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Almost as miraculous was the escape of Herbert Lytle when his car pitched into the side of the track with a broken steering iron. This accident sent the first electrical shock through the crowds—it happened at 2:20 o'clock, a short time after the signal had started the event.

Lytie Saved by His Nerve.

"Apperson No. 1," cried a thousand voices at once as the big red car, made at Kokomo, Ind., rushed past the main grand

stand.

At the end of this grand stand, toward the south, the car began to act up. careened and shot up the outer embankment, headed in a beeline toward the club stands along the track. Men and women who occupied these stands were frozen with fright to their seats, 20,000 eyes were riveted on what was expected to be a bloody crash—but within a few feet from the boxes Lytle, who remained cool during the lightning quick performance, tent his car back across the track, rushing headlong into the heaps of dirt piled along the inner side. The machine straddled the embankment and stopped. Lytle remained in the seat and was uninjured. Joe Bitts of Kokomo, the mechanician, leaped from the car and was tossed like a dry autumn leaf across the inologure and turned several times on the Instantly he ground before he stopped. picked himself up-much to the astonishment and relief of the crowds, for all had expected to see him remain there, a lifeless form.

Driver Re-Enters Race.

Lytle quickly jumped from his seat, examined the machine's damages, grasped shovel from an attendant who had rushed up and began at once to dig the car out of the ground. He repaired it later and re-entered the race, fifty laps behind.

With a scream Mrs. William Ball of Dayton, O., fell from her seat in an automobile, near the scene of Lytle's accident. She remained conscious for a few minutes, cried something about her husband and then fainted. She thought that the wrecked Apperson car, which was covered with dirt and dust, was the Stoddard-Dayton No. 62, in which her husband was riding as mechanician. De Hymel was driving this machine; both he and Ball came out uninjured. Mrs. Ball was soon given attention by Red Cross physicians.

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MECHANICIAN LYNE, WHO

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Dr. T. J. Dugan, deputy coroner, was but a short distance away when Merz's car crashed through the fence. He was the first physician to reach the scene. Finding that the two spectators were dead and that Kellum was in immediate need of medical attention he administered to the mechanician a hypodermic injection. Efforts to bring the man to consciousness failed, although the heroic efforts of the physicians when they arrived with the ambulances served to keep the man alive for a time.

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