

# DEATH DEMANDS BELL IN RECORD SPEEDWAY RACES

## RECORDS BROKEN IN FIRST AUTO EVENTS

Sixteen Thousand People Witness Opening Races at Indianapolis Motor Track.

OLDFIELD SETS A NEW MARK

Makes Mile From Flying Start in :43.1—Chevrolet Lowers Record for Ten Miles.

## TWO MEN KILLED IN CRASH ON SPEEDWAY

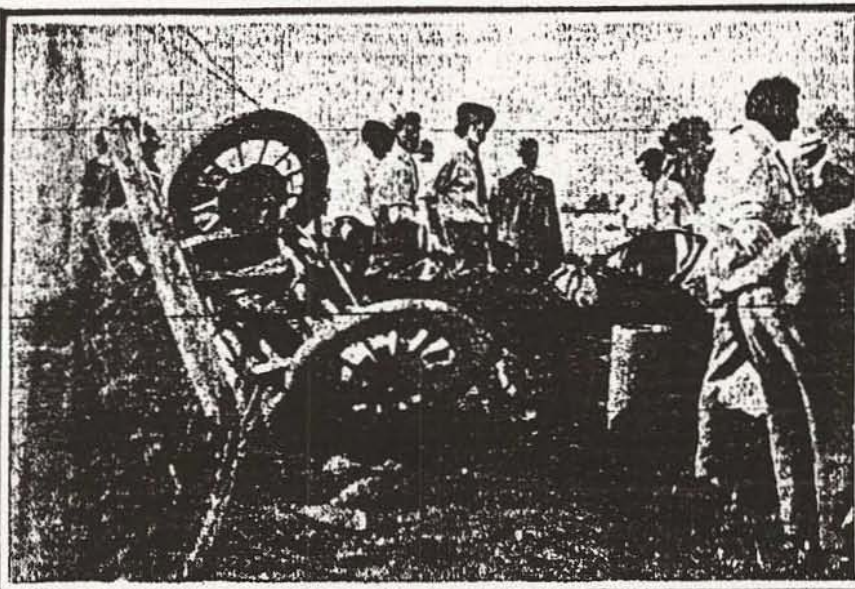
William Bourque and His Mechanician, Harry Holcomb, Hurled to Death Through Fence.

FATALITY IN LONG EVENT

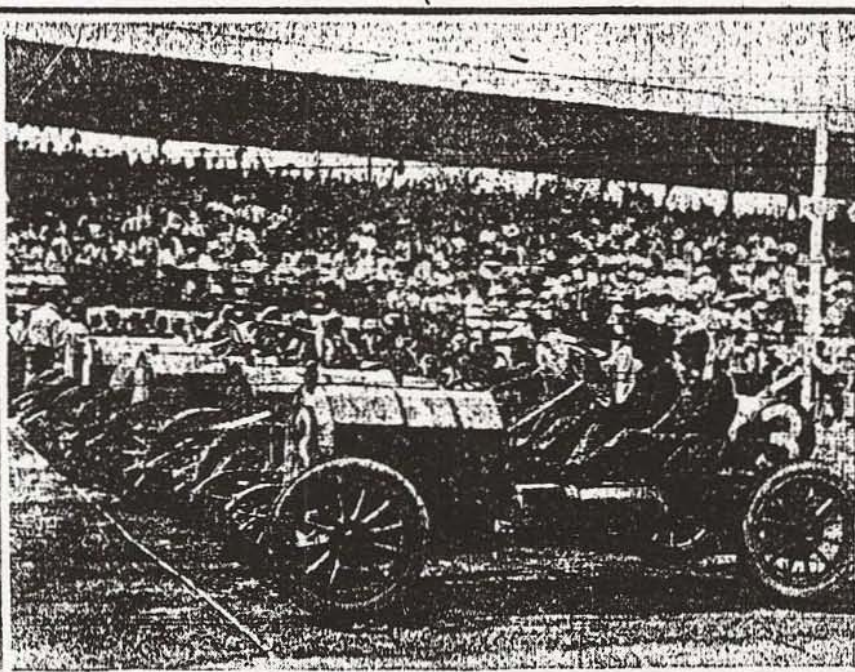
Auto Racers Meet Accident When 250-Mile Contest Is More Than Half Finished.



LIFTING APPARENTLY LIFELESS FORM OF WILLIAM BOURQUE IMMEDIATELY AFTER CRASH.



WRECK OF KNOX RACING AUTO, IN WHICH BOURQUE AND HOLCOMB WERE KILLED.



START OF FIVE MILE RACE. BOURQUE AND HOLCOMB, KILLED IN LATER EVENT, SHOWN IN FOREGROUND IN KNOX CAR NO. 3, WHICH WON THIS TEST.

### Record of First Day's Races at Speedway

Crowd—12,000.  
**Killed**—William Bourque and Harry Holcomb, from Springfield, Mass., driver and mechanic in Knox car 3. Injured—Harry House of Jackson, Mich., driver of Jackson 22, overcome by heat and strain; not serious. Walter Stierdt, Indianapolis, National mechanic, sprained ankle; not serious; sustained in jumping from moving car.  
**Records Broken**—One mile, by Barney Oldfield in Buick, time, 43.1; former record held by Webb Jay, 48.2. Ten mile record broken by Chevrolet in Buick; time, 8:26.4; former record held by Barney Oldfield, made in 1904, at Empire City track, of 9:11.  
**Winners of yesterday's Speedway events:**  
**Event 1**—Schwitzer won five mile stripped chassis race in Class 4, 181 to 250 cubic inches piston displacement; time, 8:12.4; he drove Standard Dayton No. 12, weight, Standard Dayton 18, second, the White, Buick 20, third.  
**Event 2**—Chevrolet, in Buick 22, won the ten mile for stripped chassis race in Class 3, 121 to 200 cubic inches piston displacement; time, 8:26.4. Strong, in Buick 22, second, Harmon, in Buick 22, third.  
**Event 3**—Bourque, in Knox 3, won the five mile for stripped chassis race in Class 2, 301 to the piston displacement; time, 4:45.5. Harmon, in Buick 22, won second, and Chevrolet, in Buick 22, third.  
**Event 4**—Harmon, in Marmon 12, won the ten mile free for all in time of 8:17.4. Lynch, in Jackson 21, second, and Alken, in National 3, third.  
**Event 5**—Harmon, in Buick 22, won the 100 mile race for cars of 301 to 400 cubic inches piston displacement, in time of 4:48:07.4. Clemens, in Standard Dayton 21, second, and Mers, in National 7, third.

BY P. P. WILLIS.  
 Speedway dreams were more than realized yesterday when the big five mile Indianapolis course was initiated with record-breaking races. It was not only the greatest automobile race meeting from the standpoint of track, crowds and finest array of famous pilots and cars, but world's marks went to the winds.  
 Two world's records were smashed and others would have fallen by the wayside but for unfortunate accidents and two of three minor mistakes on the part of drivers not getting to the line before Wagner gave the start signals.  
 Barney Oldfield in his big Marmon car, the best, beat the world's record for a mile when he drove the powerful motor of steel a mile, making the distance in 43.1. This is better than the record held by Webb Jay, 48.2.  
 The other world's record went begging in the second event, a ten-mile race, when Chevrolet drove his Buick No. 22 the distance in the time of 8:26.4. This beats the mark held by Oldfield of 9:11, made in 1904 at Empire City track.  
**Races America's Greatest.**  
 The races as a whole were by far the best ever seen on the American continent and many declare that in all this romantic race history of the famous tracklands, England, track, there never was such a thing as such a great array of pilots gathered together and pitted in the same arena on the same day. It was the opening of the big course with a ceremony of speed befitting its magnitude and importance. The name of the course is now made and its life seems to bid of many years and record-breaking possibilities. The eye of the motor world will most probably never be taken from off this Indian soil.  
**Races Prove Big Success.**  
 The Indiana Speedway is now a success. The races yesterday, in which two world's records were broken, evidence it.

A quick glance to the rear of his flying Knox number 3 car sent driver William Bourque and his mechanic, Harry Holcomb, to death yesterday afternoon at the Speedway. In the 100-mile event of the opening day's card for auto racers, this was the big suspense holder race course dedicated to the god of speed on the first day of automobile racing by the blood of two of Massachusetts' brave men.  
 The accident occurred just above the bridge, 200 yards away from the judges' stand, during the six-eighth lap of the long race, after Bourque had traveled 45 miles.  
 The thousands of spectators were so absorbed in the tense struggle of the motor race devotee to gain the lead in this long, grueling contest that they were shocked without warning when the big racer pitched and hurled into a ditch while going at the rate of about six or seven miles an hour. Bourque turned to look back just as he was crossing a slightly rough part of the track.  
 It was all over in an instant. His machine, a 1912 Buick, took a sudden turn and rolled over into a ditch beside the track. The car was hurled and thrown over and over to the ground and against the fence, while the two unfortunate men were tossed helplessly to either side.  
**Holcomb Was Killed Instantly.**  
 Holcomb's head struck a fencepost and he was killed instantly. His brain was shattered on the spot and the bones of his skull were broken. Bourque lived for about fifteen minutes.  
 Attorney George Mull was near, as were a number of people who sat in touring cars near by. In one of the nearest cars was St. A. Tuttle and A. F. Weaver. These men, with Weaver, were about the first to reach the injured men. The rescuers broke through the fence and pulled Bourque from under the machine. Millerton and policemen ran to the spot and the soldiers standing their posts. Water was poured down the throats of the victims. Bourque seemed to revive a little, but when the physicians reached him, he was dead. It was seen that Holcomb was breathing his last. Neither man spoke. Neither was conscious at any time after the fatal crash.  
 The men were hurried to the emergency hospital in the ambulance in charge of Dr. L. H. Weaver. Mrs. O. M. Slaughter and Miss J. W. Hunt, nurses, were ready for work at the hospital. Bourque was hurried to the operating table and the physicians started to work on his skull. He had sustained several broken ribs, however, and about half an hour after his right lung. The blood was pouring into the lung at such a rate that the driver drowned, as the physicians termed it, in his own blood.  
 The police did good work keeping the crowds back. Hundreds rushed to the scene, the crowd of 12,000 people, but the first on the site, cutting the ropes and wires and making way for the two ambulances that followed. A hole was cut in the wire fence big enough to let a stretcher through, and while the track was alive with terrific racing machines the physicians carried the dead and dying across the track, checking the huge steel creations that whizzed by, enveloping all in a cloud of smoke.  
**Patrolman a Witness.**  
 Special Patrolman John Weaver, who occupied post No. 22, on the fence track, 150 feet from the scene of the accident, was watching Bourque's car at the time it crashed into the ditch and fence. An unconverted ditch about two and one-half feet deep bordered the outer edge of the track where the fatalities occurred. At several points the track opposite and above the ditch holes had been worn. Chevrolet and Harmon found that their cars were in danger of falling at this point in the track and they hurriedly chose to the battle when they passed it.  
 "I was watching the car," said Patrolman Weaver, "and I saw the driver look back. It seemed that his car was unsteady. When he looked back he turned his wheel and the car shot into the ditch, turning turtle and landing against the fence. The two men were hurled aside. It was too quick for me to know which was which, but one of the men struck a fence post with his head, and the other landed under the car. Both were hurled from the machine, one wheel went flying into the track, together with a shoe of one of the men. One of the axes was thrown toward the ditch. Sergeant Metcalf, mounted on his gray horse, and a squad of policemen kept the crowd back from the fence. Constable Carpenter and a large squad of soldiers kept the people from crowding on to the track from the inside.  
 Witnesses to the accident in the immediate vicinity of the scene, agreed



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## FATALITY IN LONG EVENT

Auto Racers Meet Accident When 250-Mile Contest Is More Than Half Finished.

### *Record of First Day's Races at Speedway*

**Crowd**—16,000.

**Killed**—William Bourque and Harry Holcomb, from Springfield, Mass., driver and mechanician in Knox car 8.

**Injured**—Harry House of Jackson, Mich., driver of Jackson 83, overcome by heat and strain; not serious. Walter Sterrett, Indianapolis, National mechanician, sprained ankle; not serious; sustained in jumping from moving car.

**Records Broken**—One mile, by Barney Oldfield in Benz; time, :48.1; former record held by Webb Jay, 48.2. Ten-mile record broken by Chevrolet in

A quick glance to the rear of his flying Knox number 3 car sent driver William Bourque and his mechanician, Harry Holcomb, to death yesterday afternoon at the Speedway, in the 250-mile event of the opening day's card for auto racers. Thus was the big five-mile Hoosier race course dedicated to the god of speed on the first day of automobile racing by the blood of two of Massachusetts's brave men.

The accident occurred just above the bridge, 250 yards away from the judges' stand, during the fifty-eighth lap of the long race, after Bourque had traveled 145 miles.

The thousands of spectators were so absorbed in the tense struggle of the motor dare devils to gain the lead in the long, grueling contest that they were



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**Records Broken**—One mile, by Barney Oldfield in Benz; time, 48.1; former record held by Webb Jay, 48.7. Ten-mile record broken by Chevrolet in Buick; time, 8:56.4; former record held by Barney Oldfield, made October, 1904, at Empire City track, of 9:12.

**Winners of yesterday's Speedway events:**

**Event 1**—Schwitzer won five-mile stripped chassis cars in Class 4, 161 to 250 cubic inches piston displacement; time of 5:15.4; he drove Stoddard-Dayton No. 10. Wright, Stoddard-Dayton 18, second. De Witt, Buick 30, third.

**Event 2**—Chevrolet, in Buick 34, won the ten-miles for stripped chassis cars in Class 3, 251 to 300 cubic inches piston displacement; time, 8:56.4. Strang, in Buick 33, second. Burman, in Buick 32, third.

**Event 3**—Bourque, in Knox 3, won the five miles for stripped chassis cars in Class 2, 301 to 450 piston displacement; time, 4:45.3. Barman, in Buick 35, won second, and Chevrolet, in Buick 37, third.

**Event 4**—Harroun, in Marmon 15, won the ten-mile free-for-all in time of 8:22.4. Lynch, in Jackson 51, second, and Aitken, in National 8, third.

**Event 5**—Burman, in Buick 35, won the 250-mile race for cars of 301 to 450 cubic inches piston displacement, in time of 4:58:57.4. Clemens, in Stoddard-Dayton 61, second, and Merz, in National 7, third.

#### BY P. P. WILLIS.

Speedway dreams were more than realized yesterday when the big five-mile Indianapolis course was initiated with record-breaking races. It was not only the greatest automobile race meeting from the standpoint of track, crowds and finest array of famous pilots and cars, but world's marks went to the winds.

Two world's records were smashed and others would have fallen by the wayside but for unfortunate accidents and two or three minor mistakes on the part of drivers not getting to the line before Wagner gave the start signals.

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The thousands of spectators were so absorbed in the tense struggle of the motor dare devils to gain the lead in the long, grueling contest that they were shocked without warning when the big racer pitched and hurled into a ditch while going at the rate of about seventy-five miles an hour. Bourque turned to look back just as he was crossing a slightly rough part of the track.

It was all over in an instant. His machine skidded. Something broke. The maddened demon of speed rushed headlong into a ditch beside the track. The car was hurled and thrown end over end to the ground and against the fence, while the two unfortunate men were tossed helplessly to either side.

#### Holcomb Was Killed Instantly.

Holcomb's head struck a fencepost and he was killed instantly. His brains were scattered on the post and the grass. Bourque lived for about fifteen minutes.

Attorney George Mull was near, as were a number of people who sat in touring cars near by. In one of the nearest cars was M. A. Tuttle and A. Striegel of Chicago. These men, with Weaver, were about the first to reach the injured men. The rescuers broke through the fence and pulled Bourque from under the machine. Militiamen and policemen ran to the spot and the soldiers unsling their canteens. Water was poured down the throats of the victims. Bourque seemed to revive a little, but when the physicians reached the scene it was seen that Holcomb was breathing his last. Neither man spoke. Neither man was conscious at any time after the fatal crash.

The men were hurried to the emergency hospital in the ambulances in charge of Drs. L. H. Maxwell, A. F. Weyerbacher and Fred Meyer. Mrs. Ola M. Slaughter and Miss J. E. Hunt, nurses, were ready for work at the hospital. Bourque was hurried to the operating table and the physicians started to work on his skull. He had sustained several broken ribs, however, and these had penetrated his right lung. The blood was pouring into the lung at such a rate that the driver drowned, as the physicians termed it, in his own blood.

The police did good work keeping the crowds back. Hundreds rushed to the scene, the Overland Star press car, being the first on the site, cutting the ropes and wires and making way for the two ambulances that followed. A hole was cut in the wire fence big enough to let a stretcher through, and while the track was alive with terrific racing machines the physicians carried the dead and dying across the track, dodging the huge steel creations that whizzed by, enveloping all in a cloud of smoke.

#### Patrolman a Witness.

Special Patrolman John Weaver, who occupied post No. 12, on the fence about 150 feet from the scene of the accident, was watching Bourque's car at the time it crashed into the ditch and fence. An uncovered ditch about two and one-half feet deep bordered the outer edge of the track where the fatalities occurred.



in 148.1. This is better than the record held by Webb Jay, 148.2.

The other world's record went begging in the second event, a ten-mile race, when Chevrolet drove his Buick No. 31 the distance in the time of 8:55.4. This beats the mark held by Oldfield, of 9:12, made in 1904 at Empire City track.

#### Races America's Greatest.

The races as a whole were by far the best ever seen on the American continent and many declare that in all this romantic race history of the famous Brooklands, England, track, there never was such a daring, swift and skilled array of pilots gathered together and pitted in the same arena on the same day. It was the opening of the big course with a ceremony of speed befitting its magnitude and importance. The name of the course is now made and its life seems to bid of many years and record-breaking possibilities. The eye of the motor world will most probably never be taken from off this Indiana oval.

#### Races Prove Big Success.

The Indiana Speedway is now a success. The races yesterday, in which two world's records were broken, evidence it. Long before the thousands of spectators from every direction of the compass had assembled, the daredevil drivers had gone over their cars, inspected every mechanical part and received final instructions and warnings from the team managers.

With the hot rays of the sun directly overhead and the hands of the clock pointing to ten minutes after 12 o'clock, Fred Wagner of New York, starter, gave the signal for the first event. The races continued until five minutes of 7 o'clock, in the cool quiet of the evening.

#### Five Enter First Race.

Five cars were nosed to the tape in the first event. It was the five-mile race for cars of cubic inch displacement of from 161 to 230. The first lap of two and one-half miles ended with Schwitzer, in Stoddard-Dayton No. 19, first; Wright, in Stoddard-Dayton No. 18, second, and De Witt, in Buick No. 30, third. The second and deciding lap gave Schwitzer the race in the time of 5:13.4. Wright came second and De Witt third.

De Witt alone carried a mechanic in this race. It was a clean and tight event, run with plenty of snap and ginger, a good primer for the harder conflicts to follow.

A running start was tried, but Wagner flagged them back with the yellow signal, and the successful start was from a standstill. Ryall, in his Buick No. 31, dropped out in the first lap with engine trouble. Stickney, in Velle No. 49, was the other entrant.

#### Second Race Breaks Record.

The crowd had swelled in numbers and grown in enthusiasm when the second race was started. It was the ten-mile race for cars of 221 to 300 cubic inches piston displacement. Eight cars shot forth their thundering noises and hot flames and smoke as the alert pilots bent over the machines and urged them forward from the bridge, sending them on a running start past the judges' stand. Tinker and Chevrolet crossed the wire

100 feet from the scene of the accident, was watching Bourque's car at the time it crashed into the ditch and fence. An uncovered ditch about two and one-half feet deep bordered the outer edge of the track where the fatalities occurred. At several points in the track opposite and above the ditch holes had been worn. Chevrolet and Hurman found that their cars were inclined to skid at this point in the track and they hugged close to the inside when they passed it.

"I was watching the car," said Patrolman Wenyer, "and I saw the driver look back. It seemed that his car was unsteady. When he looked back he turned his wheel and the car shot into the ditch, turning turtle and landing against the fence. The two men were hurled aside. It was so sudden that I do not know which was which, but one of the men struck a fence post with his head and the other landed under the car. Both axles were torn from the machine, one wheel went flying into the track, together with a shoe of one of the men. One of the axles was thrown toward the ditch."

Sergeant Metcalf, mounted on his gray horse, and a squad of policemen kept the crowd back from the fence. Capt. Carpenter and a large squad of soldiers kept the people from crowding on to the track from the inside.

Eye-witnesses to the accident, in the immediate vicinity of the scene, agreed that the driver looked back before the machine plunged into the ditch.

#### Bodies Badly Mangled.

The skulls of both men were crushed and Bourque's legs were broken. Both of Holcomb's arms were broken and his skull was crushed in three places. He also suffered broken ribs.

Neither man was married. Both lived in Springfield, Mass., where the Knox factory is located. Bourque was 26 years old and Holcomb was 22 years old.

Immediately after the accident George A. Crane, sales representative of the Knox Company, who is in charge of the Knox cars at the races, telegraphed W. M. Wright, vice president of the company. The bodies will be sent to Springfield today or tomorrow in charge of Thomas Crane, one of the officials of the Knox Company, who came here with them and others. The bodies were taken in charge yesterday evening by Flanner & Buchanan and the A. M. Ragdale Company, undertakers.

W. E. Wright, it is said, carried about \$25,000 insurance for the two men in favor of their relatives without their knowledge.

The accident was a sad blow to the Knox officials. "This will probably end our racing," said George Crane last night. "We will probably enter no more cars in automobile races. It is simply suicide, that's all it is."

Two phases of the fatal Bourque accident are coincident with the accident which befell Jake De Rosier last week during the national championship motorcycle races.

It was on the day of the first races of both meets, and it was on almost the identical spot in the track that they both happened.

De Rosier met with his accident, however, on the left hand side of the track, and Bourque on the right. This keeps some would-be knockers from using the two coincidents as evidence that the track is not good. There are many rats



# SPEED SPECTACLE THRILLS THROUG

Great Crowd Fills the Grand  
Stand and Paddocks at Mo-  
tor Race Course.

WOMEN WILDLY ENTHUSIASTIC

Special Trains and Interurban  
Cars Provide Ample Transpor-  
tation Facilities.

The tremendous speed with which the drivers of the motor cars annihilated space at the Motor Speedway yesterday kept the enormous crowd of people which attended the race in a high state of excitement all afternoon. Interest was never lacking and cheer after cheer rent the air as the daring drivers thundered past the grand stand. Sixteen thousand people saw the first day's races, and the indications are that the crowd will be much larger today.

The grand stand, which, with the boxes, seats 9,500 people, was full to overflowing and the bleachers on the near turn held 4,000 more.

"There were easily 1,000 automobiles inside the Speedway grounds," said Ad Miller, manager of English's Opera House, who was in charge of the gates. "The automobiles entering the gates carried 2,800 passengers according to our ticket footings this evening. We are pleased with the first day's attendance. We expect to have a larger crowd tomorrow."

There was a steady influx of visitors from the time the gates opened, at 9 o'clock in the morning, until late in the afternoon, when the 250-mile event was well toward its close.

Excellent transportation service was

## Breaks World's R



tance, its fences bearing signs of "Danger, Keep Away," was a grim reminder that the drivers are defying death in their efforts to outdo each other and win the trophies offered for the various events.

The audience in the grand stand rose en masse as car after car went by, or two or more cars passed close together. The people seemed determined to see everything that was going on down on the track and they stood until thunderous shouts of "Sit down" roared from hundreds of throats. Cheers greeted the winners of the events and when the finishes were exciting hundreds of throats cried to their favorites: "Come on!" "Let her go!" or "Turn her loose!" The demand was universal for more speed. The people were thrilled through and through. They seemed to catch the speed mania

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o'clock in the morning, until late in the afternoon, when the 250-mile event was well toward its close.

Excellent transportation service was afforded. The Big Four ran special trains on a fifteen-minute schedule to and from the Union Station and the Ben-Hur traction line had a string of cars in service all the time. Winter cars from the city lines were used on the interurban line. After the races were over the Big Four had two special trains in waiting and the traction company had a double string of cars nearly a quarter of a mile in length. The people were transported to the city without delay.

In addition to the several thousand who went to the Speedway in automobiles hundreds drove out in vehicles, and the hitch yards were full of horses and rigs. The crowd began arriving at the gates early and sought good seats in the grand stand. Hundreds brought lunch baskets and those who did not, but were on the grounds ready for the start of the races promptly at 12 o'clock, patronized the many cafes and restaurants on the grounds. Many motor enthusiasts were on hand to watch the drivers work out their machines during the half hour of practice from 8 to 8:30.

#### Final Touches Given Track.

All morning an army of some 300 workmen, reinforced by several large steam rollers, were at work on the track, particularly in the back and home stretches, patching holes with broken stone and pitch. Carl Fisher, president of the company which operates the Speedway, superintended the work in person, darting hither and thither in his large touring car.

One hundred men were at work in one place on the back stretch raking the stone into place and leveling the roadway for the rollers. The rollers have been working night and day to put the track in order and were at it again last night repairing holes that developed with yesterday's racing. Large lamps furnished by the Prest-O-Lite Company were used to illuminate the track while the men worked.

At 11:30 a. m. the Indianapolis Military Band took its place in the grand stand, by that time more than three-fourths full of people. The music heightened the enthusiasm of the crowds and by 12 o'clock, when the cars for the first event were in line under the bridge down the stretch ready for the start, the crowd was on the tip-toe of eagerness and expectancy. Just before the start of the races all the workmen were called in from the track and marched to the open space behind the judges' stand, where they were dismissed for the day.

#### Cars Groomed for Races.

At the garages all morning mechanics were at work on the monster racers grooming them for the events to come. Nuts were tightened, the mechanism carefully gone over and the final touches put on. All the roads leading to the Speedway were full of thundering machines, headed toward the scene of the day's events. Automobile clubs from distant cities came in long strings of touring cars. They came from the urban towns, from the metropolitan cities in the central West; they came from the country and they came from Indianapolis itself. The first day's arrivals at the Speedway made a

were exciting hundreds of throats cried to their favorites: "Come on!" "Let her go!" or "Turn her loose!" The demand was universal for more speed. The people were thrilled through and through. They seemed to catch the speed mania of the drivers. It was necessary for the police to make the crowd sit down at times.

The grand stand shook with applause when the first announcement of a reduction in a world's record was announced—that of lowering the record for ten miles. The crowd then hungered for more annihilation of world's records.

Two special trains were run to the grounds during the forenoon. One of these came from Dayton, O., and brought several hundred employes of the Stoddard-Dayton factory. The other carried employes of the Nordyke-McCormick Company of this city.

#### French Driver a Favorite.

Excitement was exceedingly high in the grand stand during the early stages of the 250-mile event. Chevrolet, the French driver, who held the lead for a long time, was a strong favorite in the grand stand. No less was the interest, however, in the Indianapolis drivers, Merz, Kincaid and Clemens.

Complaint was made because of exorbitant prices demanded for refreshments in the grand stand, many people being charged 10 cents for pop, etc. When this was learned by the director of events, E. A. Moross, he announced from the track that refreshments should be sold for 5 cents and asked that no more than that be paid. This stopped the charging of the higher prices.

The hot weather drove many to the stands to quench their thirst and the vendors in the grand stand did a land-office business. The stands under the grand stand were kept so busy that by evening the people in charge were completely "fagged out."

Among the most interested spectators in the grand stand was Samuel Lewis Shank, Republican candidate for mayor. Mr. Shank was so interested in the races—he drives a motor car himself—that he stood up practically all afternoon keeping tab on the racers.

The fatal accident late in the afternoon put a damper on the enthusiasm of the crowds for the remainder of the day.

#### RULES COMMITTEE MEETS.

Holds Preliminary Session and Will Resume Work Tonight.

The general rules committee of the Manufacturers' Contest Association met in annual session last night at the Claypool Hotel. It was the intention to revise the racing rules, but preliminary business occupied the time, so that another meeting will be called for tonight. The men in attendance were:

R. E. Graham, Acme Motor Car Company; Edgar Apperson, Apperson Bros. Automobile Company; W. J. Meade, Buick Motor Car Company; H. B. Larzalere, Chadwick Engineering Works; H. E. Coffin (chairman), Chalmers-Detroit Motor Car Company; C. G. Stoddard, Dayton Motor Car Company; E. Rand Hollander, Fiat Automobile Company; C. H. Tangeman, Hol-Tan Company; C. M. Hamilton, Isotta Import Company; E. Lillie, Italia Import Company; F. B. Holmes, Jackson Automobile Company; Herbert G. Farr, Knox Automobile Company; A. L. Riker, Locomobile Company of America; H. A. H.



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#### Cars Groomed for Races.

At the garages all morning mechanics were at work on the monster racers grooming them for the events to come. Nuts were tightened, the mechanism carefully gone over and the final touches put on. All the roads leading to the Speedway were full of thundering machines, headed toward the scene of the day's events. Automobile clubs from distant cities came in long strings of touring cars. They came from the urban towns, from the metropolitan cities in the central West; they came from the country and they came from Indianapolis itself. The first day's arrivals at the Speedway made a scene never to be forgotten. Never before in the history of Marion County have the roads in any one locality been so full of animated machinery.

Automobile trucks darted here and there carrying freight. Automobile ambulances were on hand. Automobiles transported people about the grounds. Racing automobiles were the attraction. The horses which stood at the hitch racks fighting flies in the sun were forgotten.

#### Women Wildly Cheer Racers.

The large number of women who witnessed the races made the events all the more interesting and attractive. The interest of the men was as nothing compared to that of the women. They filled the grand stand—did the women—in their gala attire and multi-colored millinery partially concealed in automobile veils. The color scheme was heightened by hundreds of Japanese parasols of red, yellow, white, green and blue and the waving of dainty green and white Speedway pennants as the sputtering cars raced by.

The many buildings in their green and white, topped by the vari-colored flags of many nations, fluttering in the breeze, the moving machines in the paddocks inside the track, the passing throngs on their way to the grand stand, the policemen in their blue clothing and brass buttons and the militiamen in their olive-drab service uniforms, keeping the moving people in the proper avenues—it all furnished a busy panorama to the eye spectacular in the extreme. And not only was this spectacular, but the big track, itself, stretching far away in the dis-

he paid. This stopped the charging of the higher prices.

The hot weather drove many to the stands to quench their thirst and the vendors in the grand stand did a land-office business. The stands under the grand stand were kept so busy that by evening the people in charge were completely "fagged out."

Among the most interested spectators in the grand stand was Samuel Lewis Shank, Republican candidate for mayor. Mr. Shank was so interested in the races—he drives a motor car himself—that he stood up practically all afternoon keeping tab on the racers.

The fatal accident late in the afternoon put a damper on the enthusiasm of the crowds for the remainder of the day.

#### RULES COMMITTEE MEETS.

Holds Preliminary Session and Will Resume Work Tonight.

The general rules committee of the Manufacturers' Contest Association met in annual session last night at the Claypool Hotel. It was the intention to revise the racing rules, but preliminary business occupied the time, so that another meeting will be called for tonight. The men in attendance were:

R. E. Graham, Acme Motor Car Company; Edgar Apperson, Apperson Bros. Automobile Company; W. J. Meade, Buick Motor Car Company; H. B. Larzere, Chadwick Engineering Works; H. E. Coffin (chairman), Chalmers-Detroit Motor Car Company; C. G. Stoddard, Dayton Motor Car Company; E. Rand Hollander, Fiat Automobile Company; C. H. Tangeman, Hol-Tan Company; C. M. Hamilton, Isotta Import Company; E. Lillie, Itala Import Company; F. B. Holmes, Jackson Automobile Company; Herbert G. Farr, Knox Automobile Company; A. L. Riker, Locomobile Company of America; H. A. Lozier, Lozier Motor Car Company; C. W. Kelsey, Maxwell-Briscoe Motor Company; G. V. Rogers, Mitchell Motor Car Company; George M. Dickson, National Motor Vehicle Company; R. Harry Croninger, Pennsylvania Auto Motor Company; J. Elmer Pratt, Pierce Motor Car Company; George A. Weldely, Premier Motor Manufacturing Company; Paul La Croix, Renault Freres Selling Branch; F. B. Stearns, the F. B. Stearns Company; E. L. Thomas, E. R. Thomas Motor Company; Walter C. White, the White Company; H. O. Smith, Premier.

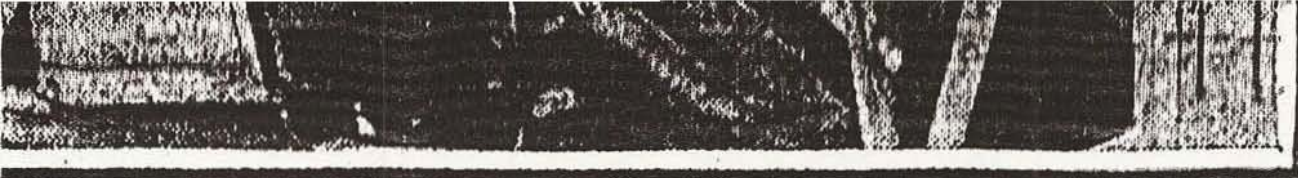
#### SOLDIERS AND POLICE KEEP ORDER.

Crowd Is Well Handled and No Arrests Are Made First Day.

The best of police protection is being furnished at the Speedway. Thirty-six regular patrolmen of the Indianapolis department are on duty, in charge of Sergts. Barmfuhrer, Metcalf and Ray, and there are twenty-six special patrolmen, made up principally of merchant policemen from the city. These men are in charge of Officer Campbell. Detectives Kruger, Kurtz, Morgan, Holtz, Gerber, Lancaster and others are mingling with the crowds on the lookout for pickpockets and thieves.

In addition to the police officers a provisional company of infantry, composed of squads from Companies A, C, D and H of the First Battalion, Second Regiment, Indiana national guard, is on duty under command of Capt. William P. Carpenter and Lieuts. A. J. Perry, M. T. Levey and





1st. J  
2d. J  
3d. J

Chevrolet, Frenchman, driver of Buick car No. 34, winner of ten-mile race at Speedway opening. He made a new record of 8:56.4.

## Records Broken in First Auto Events

1st. S  
2d. S  
3d. E

CONCLUDED FROM PAGE ONE.

Raymond Kenney. The soldiers are patrolling the track and the driveways leading to and from the paddocks inside the track.

The people yesterday were orderly and the police and soldiers had no trouble in handling them. Few intoxicated men were on the grounds and whenever they were found they were ejected. Two bolsterous men were ejected from the grand stand during the afternoon.

There was not a single arrest during the day. An improvised jail has been arranged under the bleachers and all men taken into custody will be confined there temporarily. Squire Hollingsworth of Haughville will hold court on the Speedway grounds if necessary.

Bert Miller, one of the patrolmen on duty at the suspension bridge which spans the Speedway track above the grand stand, found a woman's purse containing \$300 yesterday afternoon and returned it to the owner when she inquired for it and proved her property. A few minutes later he found a watch and fob and is retaining it until the owner calls for it and proves his property.

There were no heat prostrations in the crowd and it was found unnecessary to use the women's rest room near the main gateway. No accidents other than those on the track marred the pleasure of the day.

### EMERGENCY HOSPITAL BUSY.

Many Patients Treated by Physicians at the Speedway.

The emergency hospital at the Speedway was about as busy as a hive of bees yesterday afternoon. There was hardly a time while the races were on that some one was not in for medical attention. A broken arm was set for one man, a machinist whose name could not be learned, and sand and gravel was taken from the eyes of seven different persons. None of these injuries, however, were serious.

The hospital staff yesterday included Drs. H. R. Allen, in charge, L. H. Maxwell, A. F. Weyerbacher and Fred Mayer, and Mrs. Ola M. Slaughter and Miss J. E. Hunt, nurses. Some of these, having other work, to look after, can not be at the Speedway today and a new staff will be formed. Two ambulances, one furnished by Flanner & Buchanan and the other by the A. M. Ragsdale Company, are used in connection with the hospital work.

As an example of the gameness displayed by some of the drivers it was related yesterday at the hospital that Driver Jake De Rosier, the motorcycle expert who was injured last week and who is convalescing at the Methodist Hospital, became angry when he learned that he had been reported dead.

together, but the others were strung out so Wagner again waved the yellow flag and brought them back to standing start. Strang started with a big lead and the long bright red strip of cloth from his helmet flew straight backward in the breeze as the machine kicked up its heels and spun onward into the mouth of the first big curve.

It was a Buick race. It gave the famous trio of Buick pilots the much-longed-for opportunity to face each other. They raced against one another and ignored other drivers almost. The first lap ended: Chevrolet, Buick No. 34; Strang, Buick No. 33; Burman, Buick No. 32; Stillman, Marmon No. 15; Rarroun, Marmon No. 16; Stelty, Marlon No. 14.

### Second Lap of Race.

The second lap ended: Chevrolet with big lead, Strang, Burman, Stillman, Rarroun and Stelty. The third lap ended: Chevrolet lapped Stelty and led by a big lead in the same order as the second lap. The fourth and last lap gave Chevrolet the race with time of 8:56.4, breaking a world's record held by Barney Oldfield of 9:12 made at Empire City track in October, 1904. Strang came second and Burman third.

### Wins Before Fatal Accident.

Little did any one in the crowd of 16,000 think that when William Bourque shot forward in his big Knox No. 3 in the third event of the day that it would be his last victory on the race course. For many years he has fought in motor battles and has won many laurels, often carrying his flag to the front through the thickest of conflicts.

The five-mile race for cars of piston displacement between 301 and 450 cubic inches lured a classy field of drivers and machines. The appetite of the crowds was just beginning to be whetted to the right pitch. Nine entered the arena. The sixteen big siren horns, run by electricity, were ready for service and called the drivers from their garages for this event by a series of long drawn-out and fierce shrieks. A running start was tried. It proved a failure. Chevrolet was given the pole because he stopped at once on the signal from Wagner. Two cars did not heed the yellow flag and spun entirely round the course. Three Buicks lined up to the pole abreast. The others, purring and sputtering, hedged in, making a formidable file of motor cannon to be touched off like dynamite and sent into the space to explode records.

Two Stoddard-Daytons arrived in line

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port who was injured last week and who is convalescing at the Methodist Hospital, became angry when he learned that he had been reported dead.  
"Show me the guy that said I was dead," said he angrily, "and I will fix him. Why, I am going to be out at that Speedway next Saturday."  
The physicians attending the man say he will recover rapidly from now on!

### DUST MENACE ON TRACK.

Speedway Will Be Oiled to Minimize Danger Today.

"Who is that and what's the number of that car?" This question was noised on all sides after the participants in the 250-mile race had been running for about an hour.

The thick heavy dust covered the drivers and machines with an almost impenetrable cloud, so that it was with difficulty that the number and faces were discerned.

The track immediately in front of the main grand stand and the judges' stand had been oiled, but the remainder of the course was one mass of dust that was not allowed to settle during the entire afternoon.

This was cause for a big unanimous complaint from drivers and spectators. For this reason the entire course will be oiled today and tomorrow.

Bourque, however, was not near any other cars at the time of his fatal accident, so the dust can hardly be blamed for his death.

When the Red Cross physicians and attendants started to remove his body and that of Holcomb from the track, several racing cars had to pass, and the dust was worse than the smoke of a firing line in a battle. This added to the danger of the physicians, who risked their lives on the danger zone in order to do all that was possible to help the wounded and dying.

### AUTOMOBILES ON DISPLAY.

Tents Pitched at the Speedway Inside Main Entrance.

The first thing that greets the eye of the visitor to the Speedway is a row of tents close to the track and just inside the main entrance. This row of tents houses the exhibits of various motor car manufacturers.

The first tent is that of the Willis-Holcomb Company, agent for the Apperson and Packard machines. Adjoining this tent is that of the Indiana Automobile Company, agent for the Chalmers-Detroit, the Thomas Flyer and the Hudson automobiles. The next tent in the row is that of the Gibson Auto Company, distributors of the Premier and the Ford cars. Adjoining this tent are the headquarters of the Overland Automobile Company and the Stoddard-Dayton Company. The tent of the latter company is the largest on the grounds.

Many people inspected the machines on exhibition at these tents yesterday. The tents are nicely decorated with potted plants, palms and ferns. Chairs in which visitors to the tents may rest are provided.

### WOMAN DRIVES FROM NEW YORK.

formidable file of motor cannon to be touched off like dynamite and sent into the space to explode records.

Two Stoddard-Daytons arrived in line too late to get in the first mile and were started directly behind the others. Wagner said he thought that would be a lesson for the remainder of the meet.

### Wagner Teaches Lesson.

The first lap gave the drivers in this order: Burman, Buick, No. 35; Bourque, Knox, No. 3; Miller, Stoddard-Dayton, No. 21; Chevrolet, Buick, No. 37; Strang, Buick, No. 36; Lynch, Jackson, No. 52; Ellis, Jackson, No. 53; De Hymel, Stoddard-Dayton, No. 20. Clements in Stoddard-Dayton No. 61 dropped out because of engine trouble in the first lap. The second lap, the final one, gave victory to Bourque in his Knox No. 3 with time of 4:45 1-5. Second place went to Burman and third place to Chevrolet.

It was a hard race, especially near the finish, when Bourque and Burman fought hard for the advantage, Bourque winning by a narrow streak of daylight between the rear of his flying monster and the nose of the rushing Buick.

The others finished in the following order: Strang, Miller, Lynch and Ellis. It was a cause for wonder that "Brave" Miller did not win this race, but his machine did not seem to be fulfilling his commands.

### Indianapolis Cleans Up.

It was the fourth event that brought additional fame home to two Indianapolis motor camps. This race of ten miles, a free-for-all handicap, was won by Harroun in a Marmon, No. 15, in time of 8:22 3/4. Second place went to Lynch, driving Jackson, No. 51, and third place to Merz in a National, No. 8. The first and third cars are Indianapolis made machines. Fourteen cars started in this event.

The handicaps were as follows: For cars 51 Jackson, 15 Marmon, 18 Stoddard-Dayton, 16 Marmon and 14 Marmon, 1:45. For cars 52 Jackson and 20 Stoddard-Dayton, 1:30. For cars 2 Apperson, 22 Stoddard-Dayton and 30 Buick, :40. For cars 4 Knox, 5 Lozier, 8 National, 35 Buick, 37 Buick and 66 Stearns, :20.

The entrants in the race and their numbers were:

2 Apperson, McCulla; 4 Knox, Denison; 5 Lozier, Helina; 8 National, Merz; 14 Marmon, Tinker; 15 Marmon, Stillman; 16 Marmon, Keene; 18 Stoddard-Dayton, Wright; 20 Stoddard-Dayton, De Haymel; 22 Stoddard-Dayton, Miller; 30 Buick, De Witt; 35 Buick, Burman; 37 Buick, Chevrolet; 51 Jackson, Lynch; 52 Jackson, Ellis, and 66 Stearns, Ford.

The order in which the cars finished the first lap of 2 1/2 miles, according to their numbers, was 15, 52, 52, 18, 2, 22, 16, 4, 37, 8, 5, 35, 20 and 66.

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This event also proved to be the fatal one for Bourque, sending him to his

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### WOMAN DRIVES FROM NEW YORK.

Among the spectators at the races yesterday was Mrs. Effie Shirley of Jamestown, N. Y., who drove all the way to Indianapolis in her Overland, double-bucket, thirty-horse-power car. Mrs. Shirley arrived in Indianapolis yesterday morning and went to the Overland factory, where she reported her run. She came all the way to Indianapolis with a party of women friends, unassisted by men, and doing all the repair work necessary for her machine herself. Mrs. Shirley was in the Glidden tour two years ago.

### DIRECTOR OF CONTESTS ACTIVE.

To one man belongs much of the credit for the success of the first day's racing at the Speedway. E. A. Moross, director of contests, was everywhere at once yesterday seeing to the most minute details. For months his fertile brain has been conceiving plans and his executive and energetic nature putting them into effect. The results were harvested yesterday and while others get credit for building the track, Moross is being congratulated by his friends for making the big event such a success.

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This event also proved to be the fatal one for Bourque, sending him to his death during the heat of the battle. It dedicated the Speedway with the blood of two pilots, but forever gave it a great name because of the excellent time and showing made by the cars that braved the long endurance run. It was a crucial minute in the history of several automobile factories, as well as the name and fame of some of the best drivers of the day.

The race was won by Burman in his Buick 35 in time of 4:38:57.4. Second went to Clemens in Stoddard-Dayton No. 61 in time of 4:46:01.8. Third went to Merz in National No. 7 in time of 4:57:09.7.

The progress of the race follows:

Order of cars at the end of fifty miles—37, Buick, Chevrolet, time 46:54; 35, Buick, Burman, time 47:05.5; 36, Buick, Strang, time 48:05.8.

At the end of 100 miles—37, Buick, Chevrolet, time 1:32:18.9; 35, Buick, Burman, time 1:37:31.5; 7, National, Merz, time 1:38:11.7.

At the end of 150 miles—35, Buick, Burman, time 2:27:32.8; 6, National, Kincaid, time 2:36:30.3; 53, Jackson, House, time 2:37:53.3.

At End of 200 Miles—35, Buick, Burman, time 3:24:12.4; 53, Jackson, House, time 3:28:47.9; 61, Stoddard-Dayton, Clemens, time 3:32:04.3.

At End of 225 Miles—35, Buick, Burman,

time, 4:10:27.2; 61, Stoddard-Dayton, Clemens, time, 4:11:11.1; 7, National, Merz, time, 4:25:16.

At End of 4:38:57.4; Clemens time, 4:57:09.7.

Kincaid, in National tank in his from getting the

### CLEMENS

Driver Wins P

A banquet for and others concerned in the mobile concern the Denison 1 were present.

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Clemens, who mile race, was "It's because I believe," remarked manager.

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Clemens started a man going on cocked up on the long leisurely he played his hand others ran circle the race. But Clemens knew that it skill told in the dard-Dayton call his credit—he was his apparent list

Another banquet the Denison. I sion for Stoddard

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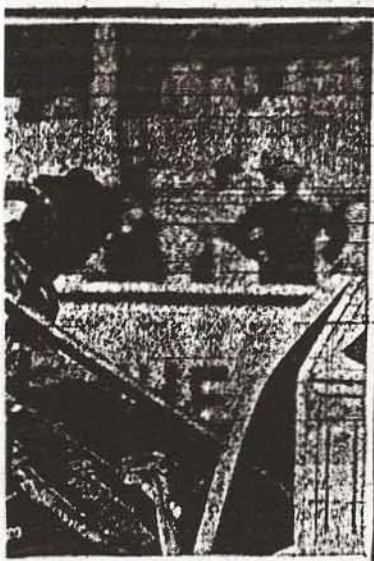
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**25 Miles in Motor Car.**



Driver of Buick  
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first auto events  
concluded from page one.

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It was a Buick race. It gave the famous  
trio of Buick pilots the much-longed-for  
opportunity to face each other. They  
raced against one another and ignored  
other drivers almost. The first lap ended:  
Chevrolet, Buick No. 24; Strang, Buick  
No. 22; Hurman, Buick No. 21; Stillman,  
Marmont No. 16; Harroun, Marmont No. 14;  
Stetty, Marmont No. 14.

Second Lap of Race.

The second lap ended: Chevrolet with  
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Chevrolet lapped Stetty and led by a big  
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The fourth and last lap gave Chevrolet  
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9:12 made at Empire City track in Octo-  
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Wins Before Fatal Accident.

Little did any one in the crowd of 14-  
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forward in his big Knox No. 3 in the third  
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years he has fought in motor battles and  
has won many laurels, often carrying his  
flag to the front through the thickest of  
conflicts.

The five-mile race for cars of piston  
displacement between 301 and 450 cubic  
inches lured a classy fluid of drivers and  
machines. The appetite of the crowd  
was just beginning to be whetted to the  
right pitch. Nine entered the arena. The  
sixteen big silver horns, run by elec-  
tricity, were ready for service and called  
the drivers from their garages for the  
event by a series of long drawn-out and  
force shrieks. A running start was tried.  
It proved a failure. Chevrolet was given  
the pole because he stopped at once on  
the signal from Wagner. Two cars did not  
lead the yellow flag and spun entirely  
around the course. The third time the  
pole was given. The others, purring  
and spluttering, hedged in, making a  
formidable file of motor cannon to be  
touched off like dynamite and sent into  
the space to explode records.

Two Stoddard-Daytons arrived in the  
two late to get in the others. Wagner  
started directly behind the others. Wag-  
ner said he thought that would be a lec-  
son for the remainder of the meet.

Wagner Teaches Lesson.

The first lap gave the drivers in this  
order: Hurman, Buick, No. 25; Bourque,  
Knox, No. 3; Miller, Stoddard-Dayton,  
No. 21; Chevrolet, Buick, No. 27; Strang,  
Buick, No. 24; Lynch, Jackson, No. 22;  
Hurman, Buick, No. 21; De Hymel, Stod-  
dard-Dayton, No. 20; Clements, Stod-  
dard-Dayton, No. 21 dropped out because  
of engine trouble in the first lap. The  
second lap, the final one, gave victory to  
Bourque in his Knox No. 3 with time of  
4:45.4. Second place went to Hurman  
and third place to Chevrolet.

It was a hard race, especially near the  
finish, when Bourque and Hurman fought  
hard for the advantage, Bourque win-  
ning by a narrow street of daylight be-  
tween the rear of his flying monster and  
the nose of the rushing Buick.

The others finished in the following or-  
der: Strang, Miller, Lynch and Elia. It  
was a cause for wonder that "Brave"  
Miller did not win this race, but his ma-  
chine did not seem to be fulfilling his  
commands.

**MICHELIN**  
**TIRES WIN**  
**"AS USUAL"**

UNEQUALED FOR  
**SPEED AND ENDURANCE**

**Prest-O-Lite Trophy, 250 Miles**

1st. Buick	Burman	4:38:57.4	Michelin	"as usual."
2d. Stoddard-Dayton	Clemens		Michelin	"as usual."
3d. National	Merr		X	

**10 Miles, Handicap**

1st. Marmont	Harroun	8:22.6	Michelin	"as usual."
2d. Jackson	Lynch		Michelin	"as usual."
3d. National	Altken		Michelin	"as usual."

**5 Miles, Stripped Chassis**

1st. Stoddard-Dayton	Schwitzer	5:12.4	Michelin	"as usual."
2d. Stoddard-Dayton	Wright		Michelin	"as usual."
3d. Buick	Dawitt		Michelin	"as usual."

**10 Miles, Stripped Chassis**

1st. Buick	Chevrolet	8:56.4	Michelin	"as usual."
2d. Buick	Strang		Michelin	"as usual."
3d. Buick	Hurman		Michelin	"as usual."

**5 Miles, Stripped Chassis**

1st. Knox	Bourque	4:45.5	X	
2d. Buick	Burman		Michelin	"as usual."
3d. Buick	Chevrolet		Michelin	"as usual."

**MICHELIN**  
**1344 MICHIGAN AVE., CHICAGO**

**A New World's Record On**  
**"FIRESTONE"**

**Tires and Demountable Rims**

At the Speedway yesterday Barney Oldfield, with  
this equipment on his Benz car, made a track mile in  
43 1-10 seconds, beating the world's previous record  
over five seconds.

**Firestone Tire & Rubber Co.**

**"America's Largest  
Exclusive Tire Makers"**  
**Akron, Ohio,  
and Everywhere Else**



time, 4:10:27.2; 61, Stoddard-Dayton, Clements, time, 4:19:00.5; 6, National, Kincaid, time, 4:25:16.  
At End of 250 Miles—Burman, time, 4:38:57.4; Clements, time, 4:46:11.9; Merz, time, 4:57:19.7.

Kincaid, in National No. 6, lost his gasoline tank in his last lap, thus keeping him from getting third place.

#### CLEMENS QUEST AT BANQUET.

Driver Wins Praise for Work in 250-Mile Race.

A banquet for Stoddard-Dayton agents and others connected with this Ohio automobile concern was held last night at the Denison Hotel. About seventy-five were present. Aside from the feast and merry making, speeches, and other festivities, congratulations were showered on the Stoddard-Dayton drivers who made such an excellent showing in the races yesterday at the Speedway.

Clements, who surprised all in the 250-mile race, was flooded with compliments. "It's because he is an Indianapolis man, I believe," remarked Harry Tuttle, team manager. "Why, this Hoosier crowd seems to be crazy on the motor subject, and when it comes to building tracks and then inviting the world and beating it in their own playgrounds, these Hoosiers have got to be saluted."

Clements started the 250-mile race like a man going on a joy ride. With his feet cocked up on the "dashboard" and leaning leisurely back against the seat, he played his hand with care and ease, while others ran circles all around him early in the race. But Clements plugged away. He knew that it was a long contest. His skill told in the long-run and the Stoddard-Dayton carried him to victory. To his credit he was much more alert than his apparent listless attitude betrayed.

Another banquet will be held tonight at the Denison. It is the convention occasion for Stoddard agents.

A large auto built of flowers and ferns was the centerpiece for the banquet table and was illuminated with electric lights. More than 1,200 factory employees from this firm are attending the races.

#### AITKEN DISPLAYS NERVE.

Races With One Eye Open After Stone Breaks Goggles.

"Talk about nerve," said George Dickson, team manager of the National squad, "well I guess Johnnie Aitken sure deserves a medal." This remark was made after the nervy Indianapolis pilot pulled in his big throbbing, purring, sputtering monster of speed after the second race. While half way round the course in the first lap a stone flew up and struck the driver's left goggle glass, breaking it and slightly injuring his eye.

With only one eye working, Aitken continued during the remainder of the event. When he pulled up by the pit where the attendants were waiting, unaware of the accident, he cheerfully called out: "One of my lamps is out of commission."

## Racer Drives Car While in Agony

Little did the spectators at the Speedway realize the noble, and, in fact, heroic effort of one of the grim-faced drivers in the opening event on the program—the five-mile stripped chassis race—was putting up to pilot his car to victory. The one in question was J. H. Stickney, No. 49, driving a Velle, and when the racers were called to the post he had to be practically lifted into his car.

Prior to the race Stickney had his head covered with ice, his previous day's workout in the hot sun being too much for him. He was sick all the night before, but gamely insisted on entering yesterday's races in spite of the advice of the physicians.

H. G. Moore of the Velle Company, withdrew his man from the ten-mile event after the opening race when it was found that the physical strain in his weakened condition was too much for him to get the full speed from his car, and immediately sent the driver to the hotel under the care of Dr. J. D. Stewart. Every available remedy will be used to put the plucky driver into such shape that he will be able to compete in event No. 5 today which is for fifty miles for cars of a piston displacement of from 161 to 230 cubic inches.

Stickney was heart-broken over being

unable to drive today at the races. This event service Moore wheel

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# ROBERT B

## Won the 250 Mile 4 Hours, 38 Min.

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that he will be able to compete in event  
No. 5 today which is for fifty miles for  
cars of a piston displacement of from 161  
to 230 cubic inches.

Stickney was heart-broken over being

unable to drive his car in the same form  
he displayed in practice, when he covered  
numerous miles in less than a minute.  
If he is able to hold the steering wheel  
today he expects to turn his Velle loose  
at wide-open speed.

W. L. Velle entertains the idea that the  
races of the kind held at the Speedway  
are purely of a sporting nature, and for  
this reason entered only one car in the  
events, and is dependent entirely on the  
services of Stickney for today, unless  
Moore decides to take up the steering  
wheel.

## USES DEMOUNTABLE RIMS.

Barney Oldfield Also Carried Firestone  
Tires When Breaking Record

The Firestone demountable rims which  
Barney Oldfield used yesterday in con-  
nection with Firestone tires in establish-  
ing a new world's track mile record, are  
by no means new to motor racing. They  
have been used to win some of the long-  
est and fastest races on this side of the  
Atlantic.

These rims are made especially for  
private car owners and their use by  
racing men is merely incidental. They  
are adapted for use with any and all  
quick detachable and clincher tires on  
quick detachable or regular clincher  
rims. It is with quick detachable tires  
that they are now being used to the  
greatest extent, on account of the great-  
er use in removing and refitting tire on  
the spare, detached rim.

# ROBERT BURMAN

## Won the 250 Mile Event in 4 Hours, 38 Min., 57.4 Sec.

USING

# AMOCO OIL

MADE BY

## American Oil Co. JACKSON, MICH.



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SCHNITZER, IN STODDARD-DAYTON No. 19, WINNING FIRST EVENT,  
FIVE-MILE RACE, IN TIME OF 5:13:4.

## Two Men Killed in Crash on Speedway

CONCLUDED FROM PAGE ONE.

much worse than the one which Bourque ran into when he turned around to look behind his car.

The front tire of De Rosier's wheel came off throwing the rider to the ground, and although it was at first thought his accident was fatal, he is improving.

### CORONER HOLDS AUTOPSY.

Examines Body of Mechanician Run Over Tuesday.

An autopsy held on the body of Clifford Litterall, the Dayton (O.) mechanician who died at 3 o'clock yesterday morning at the Methodist Hospital, showed yesterday that the man's broken ribs had penetrated his lungs and the viscera on the right side of the dorsal spine had been crushed. The autopsy was held by Coroner Blackwell, Dr. H. R. Allen and others, who were surprised that the man lived as long as he did. Litterall came to Indianapolis for the races and after jumping out of an automobile on North Capitol avenue Tuesday was run over by a machine that was following. Litterall's death was due to the crushing injuries he received across the chest when the machine ran over him. The body will be sent to Dayton, it is understood, early this morning.

### DRIVER COLLAPSES IN CAR.

Fred Ellis and His Mechanician Overcome While Leading.

Driver Fred Ellis of Jackson, Mich., and A. J. House, also of Jackson, his mechanician, collapsed after they came to a stop for a time in the 250-mile race yesterday. Both men were at work on their Jackson machine at the time and fell to the ground. Ellis was the first to drop. House dropped later and was taken first to the Jackson garage. Ellis, unconscious, was carried to the emergency hospital, where he was attended by Dr. H. R. Allen, Dr. L. H. Maxwell and other physicians.

While Ellis was being treated, House was brought to the hospital in a weakened condition. The mechanician was given stimulants and was soon revived. He looked on while the physicians worked with Ellis. "There's the gamest little driver of all of them," he said, pointing to the form lying on the operating table.

Mrs. Ellis, wife of the driver, and a bride of but a short time, learning that her husband had been taken to the hospital hurried there with a relative.

worked side by side when possible. When out testing cars as youths they ran races over the secluded country roads, and thus trained one another for the bigger battles of speed like the one yesterday at the Speedway.

Denison became almost frantic when the ambulance passed by him and he realized that Bourque had fallen victim to a fatal accident. At times he would groan and simply stare before him in anguish. Then he would start and declare that he would never race again. He was given attention by the physicians and friends took him away from the track until he could recover from the first dreadful shock.

### STRANG'S CAR CATCHES FIRE.

Re-Enters Race After Extinguisher Is Brought to His Aid.

A spectacular incident happened in the 250-mile race after Strang, in Buick No. 36, had completed his thirty-sixth lap and had traveled ninety miles.

As soon as he hove in sight on the far curve, it was noticed above the cloud of dust that an unusual amount of fire was shooting from his red-hot machine. When he came near the attendants' pit, alongside the track, near the main grand stand, he signaled the men to aid him.

All teams have their own code of signals, and the men instantly pulled into service a fire extinguisher.

Several minutes were consumed in this operation and other drivers who were not in this particular event rushed to the aid of the troubled crew and helped. For this reason, when Strang was ready to resume the contest some of the officials refused to let him enter. This aggravated the eager and excited driver and he protested in a frantic manner to be permitted to get back into the fray. He begged and finally he was given permission.

With a cry of delight he leaped into the seat behind the wheel and soon had his swift car's wheels spinning, and his long red cap banner floating in the wind.

He made an excellent gain on his rivals, but the lead was too great for him to overcome.

### CHEVROLET QUILTS RACE.

Driver Becomes Blinded After His Goggles Are Broken.

Soon after the Bourque accident in the 250-mile race, a shock of fear and suspense was sent through the crowds when Chevrolet, who had been making such a sensational and sustained race, was seen to stop on the far side of the track from the main grand stand. Soon he was seen walking across the inclosure led by his mechanician. When he was brought to the hospital tent it was discovered that he had become temporarily blinded from tar from the track, which got into his eyes when his goggles broke and fell in his lap. He was trying to get them replaced, with the aid of his mechanician, when he became blinded and the sun's hot rays on the

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fell to the ground. It was the first to  
drop. House dropped later and was taken  
first to the Jackson garage. Ellis, un-  
conscious, was carried to the emergency  
hospital, where he was attended by Dr.  
H. R. Allen, Dr. L. H. Maxwell and other  
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While Ellis was being treated, House  
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driver of all of them," he said, pointing  
to the form lying on the operating table.

Mrs. Ellis, wife of the driver, and a  
bride of but a short time, learning that  
her husband had been taken to the hos-  
pital, hurried there with a relative.  
When she saw her husband lying on the  
table, with the physicians bending over  
him, she nearly collapsed and sobbed  
bitterly. She made her way to his side  
and caressed him fondly. Bystanders, in-  
cluding the physicians, did their best to  
calm her and assure her that her hus-  
band's condition was not serious.

Ellis was given stimulants and soon  
revived. He regained his senses while  
his wife was bending over him and spoke  
to her assuring her that he was all right.  
She smiled then into his face and held his  
hand until he was taken from the table.  
Ellis's right hand was badly blistered  
from his long hold on the vibrating wheel  
of his machine and his attempt to crank  
his machine so that he and his mechan-  
ician could get back into the race after  
their stop. The driver's eyes were filled  
with dust and it was necessary for the  
physicians to pick the sand and gravel  
out of them. The small stones on the  
track had a habit yesterday of breaking  
through the goggles worn by the drivers  
and mechanicians. As soon as he re-  
gained his senses Ellis begged that some-  
thing be applied to his eyes, as they were  
hurting him intensely. Ice was applied.  
Immediately he gave a sigh of relief.

At the time he dropped out of the race  
Ellis and his companion were two laps  
ahead of the other competitors. He  
thought he had it won and was discon-  
certed because of his failure to finish.  
Ellis and his companion had gone 220  
miles.

"If we had not had to crank our motor,"  
said House, the mechanician, "we would  
have won that race."

## DENISON IS GRIEF STRICKEN.

Bourque's Comrade Overcome When He  
Learns of Fatal Accident.

Few of the thousands of spectators at  
the Speedway races yesterday afternoon  
were aware of how the news of William  
Bourque's fate was received by his room-  
mate and life-long chum, Al Denison.  
Denison is another Knox driver and had  
been the "crony" of Bourque for years,  
both entering the Knox factory at the  
bottom many years ago. They roomed to-  
gether and, as Denison between sobs and  
groans declared, had taught each other  
all they knew about autos and race driv-  
ing.

At Springfield these two men are re-  
ported to have lived together like broth-  
ers and, unlike many drivers of the same  
cars, did not have a feeling of enmity be-  
tween them.

During their apprentice days and later  
when they became testers they always

Soon after the Bourque accident in the  
250-mile race, a shock of fear and sus-  
pense was sent through the crowds when  
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got into his eyes when his goggles  
broke and fell in his lap. He was try-  
ing to get them replaced, with the aid  
of his mechanician, when he became  
blinded and the sun's hot rays on the  
glistening white track did the rest. He  
was soon able to see and then devoted  
his attention to expressing his sorrow  
over not being able to finish the race.  
At one time he was five laps ahead of  
the entire caravan of speeding machines.

## WATCHES HIS SON RACE.

Patrolman on Duty at Speedway Inter-  
ested in Grueling Contest.

Charles Merz, the Indianapolis young  
man who drove a National car in the  
250-mile race at the Speedway yester-  
day, is a son of Patrolman Charles Merz,  
1517 South Alabama street, a veteran of  
the Indianapolis police force. The fa-  
ther was one of the spectators in the  
grand stand throughout the racing. Pa-  
trolman Merz was assigned to duty at  
the Speedway grounds. He could not help  
but follow the movements of his son in  
his spitting, sputtering, roaring demon of  
speed as the young man spun around the  
track. The younger Merz is but 21 years  
of age and was the youngest driver in  
the race.

After the accident, which resulted in  
the death of Driver Bourque and his mech-  
anician, Holcomb, it was with an anx-  
ious face that the father watched his son  
whirl by. He kept tab on the young man's  
movements with the watch, and when his  
son slowed down and stopped on his last  
lap, minus a gasoline tank, it was with  
mingled relief and regret that the father  
heard that his son had dropped out of  
the race.

## OFFICIALS IN DISPUTE.

A dispute arose over the time of the  
third driver in the 250-mile race between  
the officials. Frank Trego of Chicago  
kept the scores and because of some mis-  
understanding one of the men helping  
operate the Warner electrical timing de-  
vice cut off the circuit before the event  
was over, so that Trego and the timers  
have a difference of records. The dis-  
pute will likely be carried before the  
A. A. A. if the contestants involved de-  
sire to get an official statement.

## FIRST DOUBLE FATALITY.

The accident that cost the lives of  
Bourque and Holcomb yesterday marks the  
first mishap of its kind in the history of  
the racing game. It is the first time that  
both driver and mechanician have been  
killed outright in the accident. Often the  
drivers or the helpers have died from such  
accidents, but never before have both been  
crushed to death in a race.

## PEPPERSON TO DRIVE.

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# st Automobile Race.

## BIG PROGRAM FOR TODAY

### RECORDS LOOK VERY SHAKY

**SPEED DEMONS EXPECTED TO SHATTER MARKS AT TODAY'S SPEEDWAY RACES—LARGE CROWD OF SPECTATORS EXPECTED.**

Now that this city and its hordes of visitors have been given a taste of the Speedway delights, it is anticipated that today's races and the final one tomorrow will be witnessed by even larger crowds. The racing teams are now nerved to the utmost.

Track records are sure to fall today. Jealousy, natural resultant of the races yesterday, serves as a stimulant to the dare devils, to urge them to the limit of endurance and skill today, to either retain their honors won yesterday or to compensate for defeats. The program today contains the following events:

Event No. 1—Five miles, stripped chassis, 231 to 300 cubic inches piston displacement:

Marion, four-cylinder	.....
Marion, four-cylinder	.....
Marion, four-cylinder	.....
Marmon, four-cylinder	.....
Marmon, four-cylinder	.....
Bulck, four-cylinder	.....
Bulck, four-cylinder	.....
Bulck, four-cylinder	.....
Burman	.....
Ryall	.....
De Witt	.....

Event No. 2—Ten miles, stripped chassis, 301 to 450 cubic inches piston displacement:

National, four-cylinder	.....
National, four-cylinder	.....
Merz	.....
Stoddard-Dayton, four cylinder	.....
Stoddard-Dayton, four cylinder	.....
Bulck, four-cylinder	.....
Chevrolet	.....
Strang	.....
Jackson, four-cylinder	.....
Jackson, four-cylinder	.....

Event No. 3—Trials to lower world's track records, free for all cars. Each car will be permitted to make two attempts, electrically timed for the kilometer and mile record. Gold-plated automobile for fastest mile in 1903. (Description as in blank to follow):

Chadwick	.....
Christie	.....
Oldfield	.....
De Palma	.....
Strang	.....
Bulck, eight-cylinder	.....

Event No. 4—Ten miles for cars class No. 1, that will compete in Event No. 8 Saturday:

Apperson, four-cylinder	.....
Apperson, four-cylinder	.....
Donison	.....
Knox, four-cylinder	.....
Mulford	.....
National, six-cylinder	.....
Alken	.....
Oldfield	.....
National, four-cylinder	.....
Reed	.....
Stillman	.....
Marmon, four-cylinder	.....
Stoddard-Dayton, four-cylinder	.....
Stoddard-Dayton, four-cylinder	.....



DAYTON No. 19, WINNING FIRST EVENT, RACE, IN TIME OF 5:13.4.

worked side by side when possible. When out testing cars as youths they ran races over the secluded country roads, and thus trained one another for the bigger battles of speed like the one yesterday at the Speedway.

Denison became almost frantic when the ambulance passed by him and he realized that Bourque had fallen victim to a fatal accident. At times he would groan and simply stare before him in anguish. Then he would start and declare that he would never race again. He was given attention by the physicians and friends took him away from the track until he could recover from the first dreadful shock.

#### STRANG'S CAR CATCHES FIRE.

Re-Enters Race After Extinguisher Is Brought to His Aid.



It's still better to eat for this

TO is the second \$1

Look for This Signature

KELLOGG TO



readful	Apperson, four-cylinder	Denison
RE.	Lozier, four-cylinder	Mulford
her is	National, six-cylinder	Altken
	National, six-cylinder	Oldfield
	National, four-cylinder	Reed
	Marmon, four-cylinder	Stillman
	Stoddard-Dayton, four-cylinder	
	Stoddard-Dayton, four-cylinder	
	Fiat, four-cylinder	Hoarne
	Buick, four-cylinder	Strang
	Buick, four-cylinder	Chevrolet
	Buick, four-cylinder	Burman
	Marion, four-cylinder	
	Marion, four-cylinder	
	Marion, four-cylinder	
	Event No. 9—Fifty-mile stripped chassis, 161 to 230 cubic inches piston displacement:	
	Stoddard-Dayton, four-cylinder	
	Stoddard-Dayton, four-cylinder	
	Buick, four-cylinder	De Witt
	Buick, four-cylinder	Ryall
	Velle, four-cylinder	Stickney
	Jackson, four-cylinder	
	Event No. 5—Ten miles, free for all; open; Class E (for Ford Trophy):	
	Knox, four-cylinder	Denison
	Lozier, four-cylinder	
	National, six-cylinder	Altken
	Stoddard-Dayton, four-cylinder	
	Christie, four-cylinder	Christie
	Benz, four-cylinder	Oldfield
	Peerless, four-cylinder	Crocker
	Buick, eight-cylinder	Strang
	Chadwick, six-cylinder	Zengel
	Fiat Cyclone, four-cylinder	De Palma
	Event No. 6—Five miles free-for-all handi-cap. \$100 gold; silver medals:	
	Apperson, four-cylinder	Lytle
	Apperson, four-cylinder	
	Knox, four-cylinder	Denison
	Lozier, four-cylinder	Mulford
	National, four-cylinder	Kincald
	National, four-cylinder	Merz
	National, six-cylinder	
	Marion, four-cylinder	
	Marion, four-cylinder	
	Marion, four-cylinder	
	Marmon, four-cylinder	
	Marmon, four-cylinder	
	Marmon, four-cylinder	
	Stoddard-Dayton, four-cylinder	
	Stoddard-Dayton, four-cylinder	
	Stoddard-Dayton, four-cylinder	
	Christie, four-cylinder	Christie
	Benz, four-cylinder	Oldfield
	Peerless, four-cylinder	Crocker
	Buick, four-cylinder	De Witt
	Buick, four-cylinder	Burman
	Buick, four-cylinder	Chevrolet
	Velle, four-cylinder	
	Velle, four-cylinder	
	Jackson, four-cylinder	
	Jackson, four-cylinder	
	Jackson, four-cylinder	
	Jackson, four-cylinder	
	Fiat Cyclone, four-cylinder	
	Event No. 231 to 240 cu. in. piston displacement:	
	Marion, four-cylinder	
	Marion, four-cylinder	
	Marion, four-cylinder	
	Marmon, four-cylinder	
	Marmon, four-cylinder	
	Buick, four-cylinder	Burman
	Buick, four-cylinder	Strang
	Buick, four-cylinder	De Witt

**KELLOGG TOASTED CORN FLAKE CO., Battle Creek, Mich.**

## Ten-Minute SERVICE VIA Big Four Route Union Station to the SPEEDWAY Account Automobile Races August 20th and 21st

Trains will start 9:30 a. m. and run every twenty minutes until 11:30 a. m., and every ten minutes thereafter, returning every ten minutes after the race. Twenty cents round trip; 10 cents one way. Cash fare on train 20 cents in each direction.

Tickets on sale at No. 1 East Washington st., and Union Station.

Big Four Excursions Sunday, August 22		
\$1.50	Aurora and Return	\$1.50
Special Train Leaves 7 A. M.		
\$1.25	Greensburg and Return	\$1.25
.80	Shelbyville and Return	.80
Special Train Leaves at 7 A. M. Regular Train Leaves at 12:15 P. M.		

## NEARLY 33,000,000 MEMBERS OF CHURCH IN COUNTRY

Rate of Increase for Catholicism 93.5 Per Cent, Being More Than Twice Protestant Bodies Combined.

WASHINGTON, Aug. 19.—Standing out as a conspicuous feature of a bulletin issued today by the Census Bureau, entitled "Census of Religious Bodies," is the fact that out of a church membership in the United States in 1906 of nearly 33,000,000, males form considerably less than



**SUR**  
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Hamilton  
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**DETROIT**  
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12-day limit.  
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etc., call at



**\$2.50**

Trains leave  
p. m. - Sunday  
**\$3.00-**  
Trains leave  
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**Sunday**  
Trains 5  
For tickets  
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Leave  
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**Morning**

## CRETANS' REHOIST GREEK FLAG IN CITY OF CANDIA

Armed Inhabitants Raise Emblem in Presence of Squad of Militia, but Conflict is Averted.

CANEA, Island of Crete, Aug. 19.—The armed inhabitants of Candia, the largest city of Crete, today rehoisted the Greek flag in the presence of a squad of mi-