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Victims of First Accident on Speedway



WILLIAM BOURQUE AND HARRY HOLCOMB.

William Bourque and Harry Holcomb, in Knox auto racer, who met death at the Speedway Thursday. They were the first to dedicate the big race track with their blood.

CATARKIN

JOLLIFF LURED TO DEATH

WATCHES "ONE MORE" CAR

YOUNG MAN RETURNS TO PERILOUS POSITION ALONG SPEEDWAY FENCE AND LOSES HIS LIFE, WHILE COMPANION MOVES ON.

Homer H. Jolliff, one of the men killed at the Speedway yesterday, was identified shortly after being removed to the Emergency Hospital by Lora Vandiver, a farmer living near Franklin, Ind., by whom Jolliff was employed.

Jolliff and Vandiver came to Indianapolis together to see the races. They were preparing to leave the grounds for home when the accident occurred.

Vandiver had gone on ahead of Jolliff. The latter had left his employer with the remark, "I guess I'll turn back a minute and see this car go by." He did so, unaware that he was going to his death, and Vandiver went on. Then the accident occurred and the crowd gathered about the scene. Vandiver missed Jolliff, but thought no more of him, supposing him to be in the crowd. Later Vandiver heard that a man named Jolliff was among the killed and he hastened to the Emergency Hospital. "That's him," he exclaimed as soon as he entered the building and the covering was lifted from the dead man's face.

A. M. Ragsdale was in charge of the ambulance which carried the body of Jolliff to the emergency hospital. The dead man proved to be the son of an old schoolmate of Mr. Ragsdale, Joseph Jolliff, living near Nineveh. The dead man was 28 years old and unmarried. Vandiver, his companion, notified the father of the accident last night. The body, along with those of Kellum and James West, was taken to the City Morgue, where Coroner Blackwell began his investigations.

Tapking Taken to Hospital.

Kellum leaves a widow and two small sons. Tapking, the spectator who escaped death, but sustained serious injuries, received a broken nose. His right arm and hand were badly lacerated. Tapking was unconscious when the ambulance which carried him reached the emergency hospital. A short time after being placed on the operating table and restoratives had been applied he regained consciousness.

"What was it?" he asked. "What hit me? What happened?"

Dr. Fred Mayer, one of the surgeons working with him, told him that an automobile had crashed through the fence.

Washington Street

CROWDS THROG

GAZE ON MANGLED

HUNDREDS OF PERSONS FIGURES OF UNIDENTIFIED FEAR OF RECOGNIZING OR RELATIVE.

Attracted through morbid hundreds of persons streamed City Morgue at Central Police night and gazed with horror mangled bodies of the Speedway.

Men, women and children crowded the little room of the dead around the three slabs in a stream. Lieut. Belch, acting detailed several officers to pre and maintain a system in the throng of terror stricken folk. In the ambulance of the A. M. Ragsdale Company the body of H. Jolliff was the first to arrive. The body of the other men came in the J. & Buchanan ambulance afterward.

Friend Recognizes Kell

Until about 9 o'clock, the understanding that two men were identified, did not know who Kellum was. A friend finally identified him and after that the speculations of the crowds that thronged the morgue was directed toward the remains. Kellum had been identified at that way, but the police had not formed of this and neither the coroner knew the name of the other about 9 o'clock.

The hundreds of persons filled the third man until midnight his identity was established.

The three bodies were examined by Coroner Blackwell, deputies and the bruises, cuts and injuries were noted. He removed the body of Gottlieb Knittel, a student of the morgue to make room for victims.

Deaths in Indiana.

ES BOWERS, 71 years old, a farmer near Newcastle, died yesterday of paralysis of the heart. He served in the Civil War as a member of Company 7-seventh Indiana Infantry. He died several years ago. Two children

HANNAH CROUSSORS, 94 years old, died at her home near Kokomo yesterday. She had lived in the county more than half a century, and was one of the oldest residents of the county.

LIAM BALL, 88 years old, died yesterday at the home of his son north of Kokomo of the infirmities of old age. He is survived by a son and two daughters.

MOND BROUILLETTE, formerly of Kokomo, died at Dallas, Tex., Friday. He was 52 years old and unmarried. The funeral will take place in Dallas.

FLORENCE LOWE, whose home was near Kokomo, died yesterday at the home of Mrs. Elwood Macy in New Castle of gastritis. She was 25 years old.

HUNDRED MEMBERS OF DONNELL FAMILY GATHER

Reunion in Decatur County, Ind., Their Ancestors Settled as Early as 1823.

MSBURG, Ind., Aug. 21.—The reunion of the Donnell family was held at the Kingston Presbyterian Church in this county. More than 200 members of the family were present, besides several counties of the states of Ohio, Kentucky, Texas and Minnesota. R. M. Franklin, Ind., presided. There were addresses by J. G. Donnell, Miss Donnell and Miss Ethel Miller; a poem, by Mrs. W. E. Talbot; musical selections. Many of the family derived prominence from a biographical sketch more than fifty years ago by Samuel Donnell. This manuscript, preserved by his descendants, was the basis of a "Life of Samuel

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cial prominence from a biographical
written more than fifty years ago
by Samuel Donnell. This manuscript, re-
preserved by his descendants,
was the basis of a "Life of Samuel
Donnell" published soon after his death.
The family history back nearly
to the first ancestor in this
Thomas Donnell, who came from
in 1720 to Cumberland County in
Virginia.

Samuel and Samuel Donnell came to
Decatur County, Indiana, in 1823, and
still about 200 of their descend-
ants live within its limits, and many more
from the Atlantic to the Pa-
cific. Decatur County this family is
med the "backbone of the coun-
ty are wealthy and influential,
their marriage into the Hamil-
Meek families the three comprise
local citizenship of Clarksburg,
and Springhill.

N'S UNION CHARTER L HELD AT EVANSVILLE

Have Not Been Reinstated Have
ment and Further Strife May
Be Stirred Up.

EVANSVILLE, Ind., Aug. 21.—Consid-
erest is apparent among former
street car men who have not been
reinstated by the Evansville & Southern
Traction Company since the
strike, which was to have been
the international headquarters at
Evansville, still remains in the hands
of the discontented carmen. Lo-
cal leaders are also endeavoring to
keep the discontent.
Several days there has been an ef-
fort to find some loophole by which the
men could be accused of faithlessness
in the strike settlement.
The Hornbrook of Central Labor
last night that he expected no
trouble.

John J. Nolan, who was largely
responsible for the settlement, and who
was the factor for the carrying out of
the settlement of the car company, is away
on his annual vacation.

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tered, the building and the covering was
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Tapking was unconscious when the am-
bulance which carried him reached the
emergency hospital. A short time after
being placed on the operating table and
restoratives had been applied he regained
consciousness.

"What was it?" he asked. "What hit
me? What happened?"

Dr. Fred Mayer, one of the surgeons
working with him, told him that an au-
tomobile had crashed through the fence.
"Oh, yes," said the injured man.

"Do you hurt anywhere?" Dr. Mayer
asked.

"No," Tapking replied; "I feel no pain."
Dr. H. R. Allen, in charge of the emer-
gency hospital, mended the fractured
arm. Tapking was taken to the Metho-
dist Hospital last night in one of the
Ragsdale ambulances. He was resting
well, and it was said that he would re-
cover.

While the physicians were at work on
Kellum and Tapking the ambulances went
flying to the back stretch of the track,
where Keen and Schiller, driver and
mechanician on the Marmon car, No. 17,
met with their accident, and brought
them to the hospital. Keen did not re-
quire medical attention at the hospital.
Schiller walked unaided from the am-
bulance into the hospital and sat down on
the operating table. It was thought that
his injuries amounted only to a scalp
wound, but upon closer examination it
was found that there was a slight frac-
ture of the skull.

Schiller received his injury when he
jumped from his car. He was not ren-
dered unconscious. His wife hurried to
the hospital, weeping and afraid that her
husband was seriously hurt. Schiller
kissed her and assured her that he was
all right. Mrs. Schiller accompanied him
to the Methodist Hospital. Schiller lives
at 703 East Eleventh street, and Bruce E.
Keen, his driver, lives at 948 North Illi-
nois street.

SEEK FOR POISON TRACES.

Laporte Officials to Probe Alleged Plot
of R. E. Davis.

LAPORTE, Ind., Aug. 21.—The county
commissioners today authorized State's
Attorney Smith to proceed with the
chemical analysis of the medicine which
Rupert E. Davis, in jail here awaiting
trial for forgery and embezzlement, ad-
ministered to his wife, the state acting
on the theory that Davis may have at-
tempted to poison his wife by slow pro-
cess.

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detailed several officers to pre-
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The three bodies were care-
fully examined by Coroner Blackwell
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and injuries were noted. He re-
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the morgue to make room for
victims.

TERRIFIC HEAT KILLS PER CENT OF BOLL V

Entomologist Urges Texans
Picking of Cotton Crop and
Plants.

DALLAS, Tex., Aug. 21.—I.
Hunter, the government entom-
ologist in charge of the Southern field
bulletin today declares that the
heat of the last few days has killed
more than 99 per cent of the boll-
worms in Texas and Oklahoma, and that
the dryness of the season every-
where has brought out small plants on
which bollworms will soon open, so the crop
picked at an abnormally early date.

In conclusion Dr. Hunter says:
"If the farmers will accept the op-
portunity nature has provided, by
picking of the crop, uproot and
burning of the plants, there is no possibility
that there will be many weevils left; in
cotton plants should be destroyed
completely in Texas by the middle of
September there would be no boll weevils
in Texas next year."

FAIL TO PICK STONE H

Elwood Police Try to Probe M
During Strike Trouble

ELWOOD, Ind., Aug. 21.—The
investigation of the stone throwing was
the Model Printing Company
has proven futile so far. Several
suspected have been given a
by the police.

Seven men have returned to
the lockout. They are men
who have been given positions ahead of
previously held. The strike break-
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PLEADED WITH SON TO STOP RACE GAME

Mother of Dead Mechanician Could Not Believe Her Boy Had Been Killed.

WIFE FRANTIC WITH GRIEF

Happy Little Home Becomes Dark When News of Fatal- ity Is Broken to Family.

If Claude Kellum, the young mechanician who was killed at the Speedway yesterday, had listened to the entreaties of his mother he would not have met with the fatal accident at the race course.

"Claude, if you will only stay away from those races tomorrow I will give you anything I have," the mother said to the young man while they were talking Friday evening.

"Now, mother, don't you worry, because I'll get back all right," he said.

The two parted and it was nearly three hours after the accident yesterday that Mrs. Kellum learned that her son had been killed. The mother read in a copy of an extra edition of an afternoon paper that "Claude Kellog" had been killed at the Speedway and her son's name was not mentioned in the list of those who had been killed.

"Thank heaven the races are over and Claude is all right," sighed Mrs. Kellum, and with that she dismissed the thought of his danger from her mind. An hour later she was informed that her son was in a serious condition at a hospital and a few minutes later word was brought to her that he was dead.

"Claude is not dead, I'm sure of that," she cried. "Look, the paper says it was Claude Kellog who was killed," and she held up a copy of the paper to bear out her assertions.

Mrs. Kellum had conversed upon the subject at her millinery shop on Indiana avenue. As she talked, trying to persuade herself that it was not her son who had been killed, she was overcome with

the conviction that it was indeed her son, and she ran from the store frantic with grief. She did not wait to put on her street clothes, but took a car at once for the home of her son at 2322 Bellefontaine street.

Young Kellum was well known among automobilists of the city and was also prominent in labor circles. He was a candidate for the Legislature at last fall's election, accepting the nomination from the Socialist party. He was about 24 years old.

Wife Grief-Stricken.

The first information of the death of Kellum at his home on Bellefontaine street was borne at 6:30 o'clock by Mr. and Mrs. William Strebe, who drove to the house in an automobile.

The scene at the home is one which will not be soon forgotten by Mr. Strebe. At the time he broke the news Kellum was still living, but in spite of this Strebe's endeavors to soften the shock to Mrs. Kellum were without avail.

Mrs. Kellum refused to go to the races, fearing some accident would come to her husband. She remained at their home, a neat little cottage, with their two small sons, Carl and Paul, about 10 and 11 years old.

When Mrs. Kellum saw Mr. and Mrs. Strebe at the door her face paled. She anticipated bad news. Despite the efforts of Mrs. Strebe to comfort the grief-stricken young wife by saying that he was likely not badly injured, Mrs. Kellum was almost frantic. Neighbor women took her in charge, and, realizing her condition, refusing to allow persons to see her.

Kellum had been with the National Motor Vehicle Company for about four years and was regarded as a competent workman.

FIRST OPERA SINGERS LAND.

Twenty-Five Members of Hammerstein's Forces Arrive From Havre.

NEW YORK, Aug. 21.—The first of the opera singers to arrive this season were on the steamer La Lorraine, which arrived from Havre today. There were about twenty-five members of Oscar Hammerstein's forces who have come for what is known as "The Educational Opera" at the Manhattan Opera House, opening, Aug. 30. Margarite Sylva, soprano, and the new Spanish tenor, Carasca, were members of the party.

MILK FAMINE COMES TO END.

Dealers Lift Boycott at Lorain, O., and Supply Residents Once More.

LORAIN, O., Aug. 21.—The residents of this city had milk for breakfast today after experiencing two days of famine. The milkmen lifted the boycott against the city and the fight, which originally was between the dealers and the city officials over the purity of the fluid, has simmered down to a quarrel between two departments of the city government.

Several days there has been an effort to find some loophole by which the company could be accused of faithlessness in the terms of the strike settlement. Resident like Hornbrook of Central Labor union said tonight that he expected no serious trouble. Mayor John J. Nolan, who was largely responsible for the settlement, and who was guarantor for the carrying out of the terms of the car company, is away on the city on his annual vacation.

UES AUTO DRIVER FOR DEATH

Davless County Farmer Asks \$13,100 Damages Because of Fatality.

WASHINGTON, Ind., Aug. 21.—Four suits were filed in the Davless Circuit court today against Lowry Cooper and a son, Dale Cooper, asking damages in a sum of \$13,100, the result of an automobile accident early in July in which a machine driven by Dale Cooper frightened a horse driven by Thomas M. Nugent, using it to run away, instantly killing young daughter. The complaints charge that young Cooper was a dangerous and reckless driver and this fact was known to his father; that he failed to give one-half of a highway, and that he was speeding his vehicle at a rate of thirty-five miles an hour.

REPORTING CHARGES TO PROBE ALLEGED PLOT OF R. E. DAVIS.

LAFAYETTE, Ind., Aug. 21.—The county commissioners today authorized State's Attorney Smith to proceed with the chemical analysis of the medicine which Rupert E. Davis, in jail here awaiting trial for forgery and embezzlement, administered to his wife, the state setting on the theory that Davis may have attempted to poison his wife by slow process.

Davis last night made confessions of pecuniations amounting to more than \$1,000, and an investigation now in progress it is believed will make the amount much larger.

BIBLE CONFERENCE BEGINS.

Thousands Will Attend Opening Session at Winona Lake Today.

WINONA LAKE, Ind., Aug. 21.—The Bible Conference will open tomorrow and every indication points to thousands in attendance on the opening day. Many of the cottages are entirely filled for the ten days of the conference, while all hotels have heavy bookings. Dr. Solomon C. Dickey will open the conference, while the address will be delivered by the Rev. J. H. Jowett of Birmingham, England. The evening sermon will be preached by the Rev. John Thomas of Liverpool, England.

ELWOOD, Ind., Aug. 21.—The investigation of the stone throwing which broke the Model Printing Company's window has proven futile so far. Several persons suspected have been given a "sweating" by the police.

Seven men have returned to work since the lockout. They are men who have been given positions ahead of what they previously held. The strike breakers were uptown this afternoon in large numbers, but no trouble occurred.

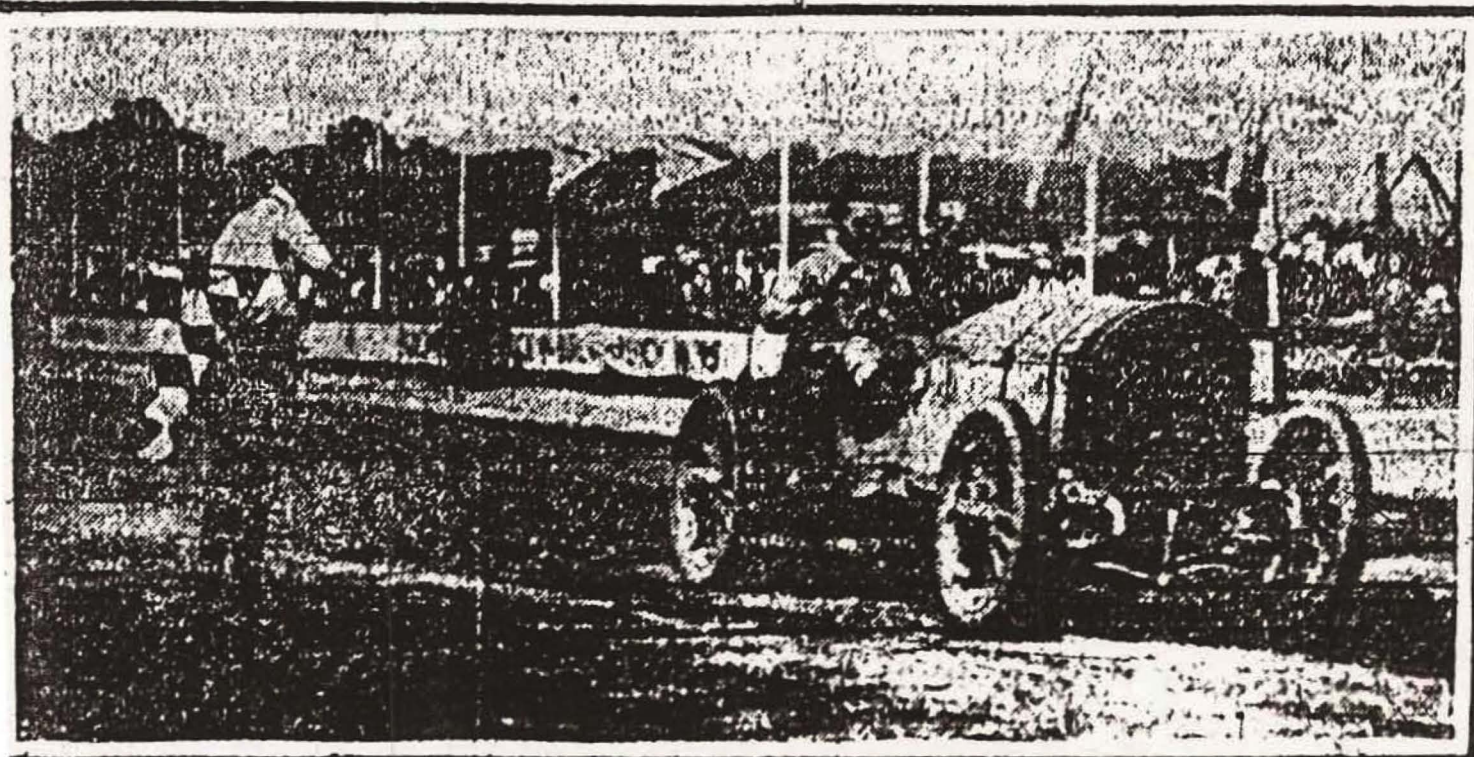
Attorneys for both the company and the union are gathering testimony to present to Judge Baker next Tuesday in the injunction asked by the American Sheet and Tin Plate Company restraining the citizens of Elwood from congregating in crowds on the streets and in the neighborhood of the hot mills.

URGES HAIR CUTS FOR GIRLS.

Order of Educational Medical Officer Causes Stir Among Parents.

LONDON, Aug. 21.—A considerable stir has been made among parents by a circular issued to them by Dr. Butler, medical officer to Willesden education committee, in which he urges them to send their girls back to school after the summer vacation with their hair cut short.

Barney Oldfield Breaking Records in 25-Mile Event.



Ralph De Palma, Lewis Strang, Johnny Aitken, Charley Merz.

SPEED LUST STRONG DESPITE DISASTERS

Thousands See Crashing Cars
and Turn to Watch Flying
Racers Again.

ONLY SURFEITED AT LAST

Spectators Seem Finally to
Weary of Strenuous Sport
After Third Accident.

Attendance Record At Speedway Races

Thursday	15,900
Friday	22,000
Saturday	87,200

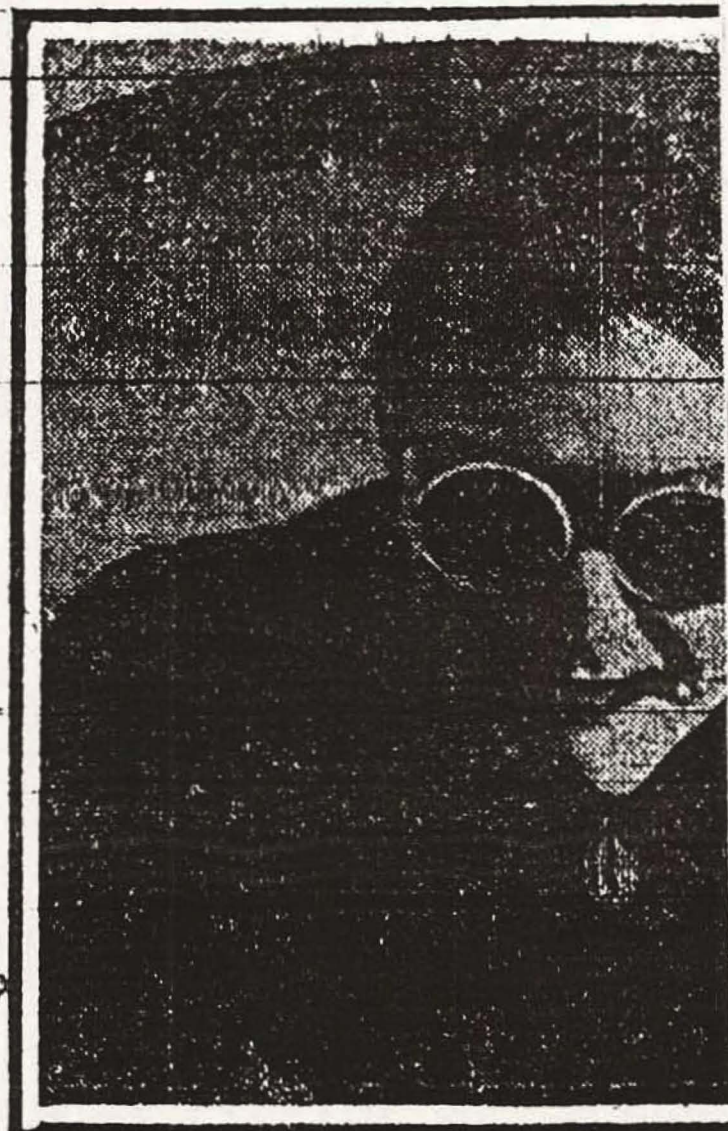
AUTOMOBILES.

Thursday	1,500
Friday	3,000
Saturday	6,500

Notwithstanding that three men had been killed, others injured and the indications were that more would go to their death, if the grilling spectacle continued; notwithstanding that human blood was being spilled before their very eyes; notwithstanding that man and his creation, the machine, were being crowded to the limit of their endurance; and that drivers and assistants were being blinded and exhausted; notwithstanding that loved ones of some of the men in the death-defying chase were collapsing under the tremendous strain, the thousands yesterday at the Speedway races hungered for more. They were loath to leave when the last race was declared off.

According to the ticket figures compiled at the gates last night there were

Barney Oldfield's R



ple to the Speedway and took them away again. Four thousand and six hundred people drove into the grounds in 2,340 automobiles. About 500 drove out in vehicles. Yesterday's crowd, with those of the two days preceding, makes a total of 75,300 people who witnessed the races during the week. It was estimated last night that the receipts will reach \$60,000.

At 11:15 the big grand stand, seating 9,500 people, was filled. By 1 o'clock it was impossible to squeeze into it and by 1:30 the overflow of 1,300 had poured into the paddock in front. The crowds lined the home stretch of the track for a half mile above the grand stand all afternoon. There was a big crowd inside the track opposite the bleachers. The bleachers themselves were jammed to overflowing. In order to prevent the people from breaking the fence in front of the grand stand paddock a running board had been placed at the center of the fence from the south

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tremendous strain, the thousands yesterday at the Speedway races hungered for more. They were loath to leave when the last race was declared off.

According to the ticket figures compiled at the gates last night there were 37,800 admissions to the Speedway yesterday, a record-breaking crowd for record-breaking races and record-breaking accidents.

It seemed as though the killing of the three men was looked upon as a mere incident. "Smashup," was the word which spread throughout the grand stand as the Mers car went ripping through the fence toward the close of the afternoon. The big crowd arose as one. Eyes were turned toward the cloud of dust near the bridge on the turn. Glasses were turned in that direction.

"It's Mers in No. 10!" they shouted. "Yes, yes, it's Charlie Mers, the Indianapolis boy," echoed and re-echoed through the long amphitheater.

"Three men killed," was the next word and an audible murmur of sympathy and sorrow swept through the crowd. But it was only for an instant.

Just then a roaring, sputtering racing car whizzed by in the home stretch. Then another swept by and the crowd turned its attention back to its score cards and the snorting oncoming machines that were tearing down the stretch.

Forgetting that three human lives had been stamped out without a warning so much as that of the lightning's flash from a clear sky; unmindful of the pall of gloom that hung over the bleachers, the crowd in the grand stand continued to cheer the dare-devil drivers as they shot by.

"Another is down!" was the cry that startled the grand stand a few minutes later, and all eyes sought a cloud of dust on the back stretch just off the near turn where Driver Keen and his mechanic, Schiller, were waging their battle with the Grim Reaper.

The panic in the bleachers within plain view of the scenes of both accidents had not subsided after the wrecking of the Mers car until Keen and Schiller went down and the ambulances were hurrying to their assistance. The people in the bleachers had all they wanted.

Police and soldiery hurried to the scenes of the accidents to reinforce the officers in the localities and drove the crowds back so that the physicians might yet, if possible, cheat death of its own. The crowd had been feasting on accidents all afternoon, from the ditching of Lytle's car to the collapse of Mrs. William Ball, the wife of one of the mechanics, who thought her husband had been injured. The climax was near and excitement had reached the highest pitch when the crash came.

Meanwhile the roaring, speed-annihilating racers continued to circle the track, cheered by the vast expanse of lookers-on and urged to still greater speed and reckless flirtation with death.

When the race was called off disappointment was evident throughout the grand stand. The speed mania had seized the crowd in as firm a grip as that with which death had reaped its harvest. The crowd lingered in the grand stand for a long time.

The racing demons of speed had hardly left the track when there was a rush across the way from the private

bleachers above the grand stand all afternoon. There was a big crowd inside the track opposite the bleachers. The bleachers themselves were jammed to overflowing. In order to prevent the people from breaking the fence in front of the grand stand paddock a running board had been placed at the center of the fence from the south end of the grand stand to the suspension bridge north of the stand.

Cheer Amateur Events.

The amateur events aroused great interest. The crowds consisted principally of Indianapolitans, who cheered the Indianapolis-made racers lustily and urged the Indianapolis drivers to greater efforts. But interest in all previous events was eclipsed when the seventeen starters in the 200-mile race were sent away.

Several times there were conflicts of authority between the police and the militiamen. The militiamen insisted that their authority was superior to that of the police, while the police insisted that the militiamen were not on military duty for the state and had no military authority. The militiamen insisted that the police had no jurisdiction outside the Indianapolis city limits. Militiamen who had orders from their officers not to let any one whatever go through the gates anywhere inside the grounds without a written permit, stopped policemen at times. Sergt. Barmfuhrer, in command of the police inside the grounds, gave orders that no policemen enter the grand stand or the bleachers. The guarding of these places was left to the militiamen. Director Moross having decided to place guardsmen there instead of policemen. The upshot was that the policemen stayed in their own bailiwick with the exception of emergency calls and left the guardsmen to take care of things as best they could. The young soldiers found it difficult to handle big brawny fellows, who were inclined to do as they pleased.

Angry words were sometimes passed in the grand stand because people refused to sit down. Sergt. Thomas A. Strong, a soldier on duty there, was approached by a man who wanted another man arrested because the man had insisted that his wife sit down. Sergt. Strong tried to quiet things as best he could without the necessity of ejecting anybody.

NEW YORK TIMES COUNSEL GETS LIBEL SUIT EVIDENCE

Investigates Former Airship Promoter's Movements at Mt. Carmel, Ill., When Factory Scheme Was Abandoned.

PRINCETON, Ind., Aug. 21.—James Maloney, chief counsel for the New York Times, is in Mt. Carmel, Ill., gathering

testimony in the Times's defense of the \$1,000,000 libel suit brought against it by E. J. Pennington, former airship man, who, twenty years ago, on an airship scheme which never succeeded, disposed, it is said, of considerable stock to Mt. Carmel capitalists. The airship factory was to have been located there and a big building supposed to contain a model was erected. Pennington disappeared.

Some time ago when Pennington's big flying machine project, now being worked in the East, was given prominence, a reporter of the New York Times wrote a story of the Mt. Carmel affair, and the suit followed.

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When the race was called off disappointment was evident throughout the grand stand. The speed mania had seized the crowd in as firm a grip as that with which death had reaped its harvest. The crowd lingered in the grand stand for a long time.

The racing demons of speed had hardly left the track when there was a rush across the roadway from the private boxes south of the grand stand toward the hospital. Soldiers charged the crowd with the bayonet and with the aid of fast arriving policemen drove part of the crowd back across the roadway.

But the officers were outnumbered and several hundred managed to get by them after the gates were opened. These people swarmed about the hospital where the surgeons were doing everything in their power to save the lives of Kellum and the others brought there for attention. Lieut. Levey established a line of guards, about twenty in number, around the hospital and kept the people back far enough so that they would not interfere with the work.

The guards had to deal with the morbidly curious. And, strange to say, the women gave the most trouble. One woman was determined to get a peep into the hospital at the mangled forms lying on the tables, and she made all sorts of excuses to get up to the door, finally getting through on the plea that she had a relative inside. She only peeped through the door, however, and went away satisfied.

The police and soldiery went through a trying ordeal in handling the frenzied crowds. It was only with the hardest kind of work that they succeeded in controlling them. It was hardest to preserve order in the bleachers, where only a limited number of soldiers were on guard, and to keep clear the suspension bridge north of the grand stand. At one time the people crowded on to the bridge in spite of the efforts of six policemen and four militiamen.

Observing that the bridge was sagging under its heavy load, directly over the track where the racing record smashers were tearing along at breakneck speed, Carl Fisher, president of the Speedway Company, leaped into his machine and raced down the inside roadway to the bridge. In thirty seconds after Fisher reached the scene the bridge was cleared. From then on only four people were permitted to cross at one time until the races were over.

Although the strength of the military and police protection was taxed to the utmost, everything passed off in an orderly way. There were no arrests, no fights, no drunken men and no cases of illness of a serious nature among the spectators. The thousands who were compelled to sit or stand in the sun suffered from the heat, but their suffering in that respect only served to make business better for the refreshment stands.

Crowd Arrive Early

A big crowd was in waiting for the gates to open at 9 o'clock and from then on there was a continual rush. By noon the people were pushing and jostling one another at the ticket windows until the police had to bring order out of the chaos. The Big Four Railroad and the Ben-Hur traction line brought 20,000 peo-

ple considering stock to Mt. Carmel capitalists. The airplane factory was to have been located there and a big building supposed to contain a model was erected. Pennington disappeared.

Some time ago when Pennington's big flying machine project, now being worked in the East, was given prominence, a reporter of the New York Times wrote a story of the Mt. Carmel affair and the suit followed.

FIRE ALARM GETS MIXED UP.

Newcastle System's Blunder Leads to Agitation for a Change.

NEWCASTLE, Ind., Aug. 21.—The demand of business men and citizens generally for the installation of a modern fire alarm system in this city was given support at noon today when the faulty registering of the present alarm system of an alarm sent in from the south part of the city registered a number corresponding with which there is no fire alarm box in the city, and the department was delayed fifteen minutes, resulting in damage to the extent of \$1,200 to the two-story residence of Mrs. Matilda Foreman. Insurance of \$1,100 was carried.

ORDERS DEATH DIRGE; DIES.

Young Man Kills Himself When Funeral March Is Played.

BUDAPEST, Aug. 21.—Stephen Toth was drinking heavily in the restaurant of an inn at Hodmezovasarhely. The gypsy band was discoursing lively strains, when Toth suddenly called the leader to his table.

"Enough of these lively tunes," he said. "Let us have a funeral march, such as you play on the way to an interment."

The band thereupon struck up the solemn "Marche Funebre" of Chopin. A moment later Toth shot himself through the heart.

BONDS WORTH \$62,500 STOLEN

Taken From Wells-Fargo Express Company and Were Negotiable.

DAVENPORT, Okla. Aug. 21.—An express package containing \$62,500 in negotiable bonds of the city of Chandler, Okla., was reported today to have been stolen recently from the Wells-Fargo Express Company, in transit. The bonds had been sold to a trust company at Guthrie. No clew to the robbers has been found.

PINES FOR KENTUCKY HOME.

Blackburn Resigns Governorship of Canal Zone on That Account.

WASHINGTON, Aug. 21.—Governor J. C. S. Blackburn of the Isthmian Canal Zone has tendered his resignation to President Taft. The famous Kentucky former senator has written Mr. Taft that he is weary of his exile and pining for the bluegrass meadows about his home near Versailles, Woodford County.

FOR SALE—BARGAIN

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Notwithstanding that three men had been killed, others injured and the indications were that more would go to their death, if the grilling spectacle continued; notwithstanding that human blood was being spilled before their very eyes; notwithstanding that man and his creation, the machine, were being crowded to the limit of their endurance; and that drivers and assistants were being blinded and exhausted; notwithstanding that loved ones of some of the men in the death-defying chase were collapsing under the tremendous strain, the thousands yesterday at the Speedway races hungered for more. They were loath to leave when the last race was declared off.

According to the ticket figures compiled at the gates last night there were 37,200 admissions to the Speedway yesterday, a record-breaking crowd for record-breaking races and record-breaking accidents.

It seemed as though the killing of the three men was looked upon as a mere incident. "Smashup," was the word which spread throughout the grand stand as the Mers car went ripping through the fence toward the close of the afternoon. The big crowd arose as one. Eyes were turned toward the cloud of dust near the bridge on the turn. Glasses were turned in that direction.

"It's Mers in No. 10!" they shouted. "Yes, yes, it's Charlie Mers, the Indianapolis boy," echoed and re-echoed through the long amphitheater.

"Three men killed," was the next word and an audible murmur of sympathy and sorrow swept through the crowd. But it was only for an instant.

Just then a roaring, sputtering racing car whizzed by in the home stretch. Then another swept by and the crowd turned its attention back to its score cards and the snorting oncoming machines that were tearing down the stretch.

Forgetting that three human lives had been stamped out without a warning so much as that of the lightning's flash from a clear sky; unmindful of the pall of gloom that hung over the bleachers, the crowd in the grand stand continued to cheer the dare-devil drivers as they shot by.

"Another is down!" was the cry that startled the grand stand a few minutes later, and all eyes sought a cloud of dust on the back stretch just off the near turn where Driver Keen and his mechanic, Schiller, were waging their battle with the Grim Reaper.

The panic in the bleachers within plain view of the scenes of both accidents had not subsided after the wrecking of the Mers car until Keen and Schiller went down and the ambulances were hurrying to their assistance. The people in the bleachers had all they wanted.

Police and soldiery hurried to the scenes of the accidents to reinforce the officers in the localities and drove the crowds back so that the physicians might yet, if possible, cheat death of its own. The crowd had been feasting on accidents all afternoon, from the ditching of Lytle's

ple to the Speedway and took them away again. Four thousand and six hundred people drove into the grounds in 2,340 automobiles. About 500 drove out in vehicles. Yesterday's crowd, with those of the two days preceding, makes a total of 75,300 people who witnessed the races during the week. It was estimated last night that the receipts will reach \$60,000.

At 11:15 the big grand stand, seating 9,500 people, was filled. By 1 o'clock it was impossible to squeeze into it and by 1:30 the overflow of 1,800 had poured into the paddock in front. The crowds lined the home stretch of the track for a half mile above the grand stand all afternoon. There was a big crowd inside the track opposite the bleachers. The bleachers themselves were jammed to overflowing. In order to prevent the people from breaking the fence in front of the grand stand paddock a running board had been placed at the center of the fence from the south end of the grand stand to the suspension bridge north of the stand.

Cheer Amateur Events.

The amateur events aroused great interest. The crowds consisted principally of Indianapopolitans, who cheered the Indianapolis-made racers lustily and urged the Indianapolis drivers to greater efforts. But interest in all previous events was eclipsed when the seventeen starters in the 300-mile race were sent away.

Several times there were conflicts of authority between the police and the militiamen. The militiamen insisted that their authority was superior to that of the police, while the police insisted that the militiamen were not on military duty for the state and had no military authority. The militiamen insisted that the police had no jurisdiction outside the Indianapolis city limits. Militiamen who had orders from their officers not to let any one whatever go through the gates anywhere inside the grounds without a written permit, stopped policemen at times. Sergt. Barmfuhrer, in command of the police inside the grounds, gave orders that no policemen enter the grand stand or the bleachers. The guarding of these places was left to the militiamen. Director Moross having decided to place guardsmen there instead of policemen. The upshot was that the policemen stayed in their own bailiwick with the exception of emergency calls and left the guardsmen to take care of things as best they could. The young soldiers found it difficult to handle big brawny fellows, who were inclined to do as they pleased.

Angry words were sometimes passed in the grand stand because people refused to sit down. Sergt. Thomas A. Strong, a soldier on duty there, was approached by a man who wanted another man arrested because the man had insisted that his wife sit down. Sergt. Strong tried to quiet things as best he could without the necessity of ejecting anybody.

NEW YORK TIMES COUNSEL GETS LIBEL SUIT EVIDENCE

Investigates Former Airship Promoter's Movements at Mt. Carmel, Ill., When Eastern Scheme Unfolded

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THREE LIVES PAY PRICE FOR CLOSING AUTO RACES

**Mechanic 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 En-
gine 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.

CLAUDE KELLUM, mechanic, 2222 Bellefontaine street, Indianapolis.

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

The Injured.

JAMES SCHILLER, mechanic, skull fractured.

HENRY TAPKING, spectator, 219 North New Jersey street, Indianapolis, nose broken, arm and head crushed and body bruised.

Record of Death at Motor Speedway

Clifford Litteral, 27 years old, Dayton, O., mechanic 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, Mass., driver of Knox car, killed in 250-mile race Thursday when car turned turtle.

Harry Holcomb, 22, Springfield, Mass., mechanic on Knox car, killed with Bourque.

Claude Kellum, Indianapolis, mechanic on National car, killed in 300-

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

DRIVER HARROUN, blinded by dust.

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

BRUCE KEEN, driver, bruised and shaken up.

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

DRIVER HOUSE, blinded by dust.

Charles Mers, an Indianapolis youthful pilot, and Claude Kellum of Indianapolis were the victims in the worst accident of the day. Mers escaped and Kellum was killed. Five innocent spectators were mowed down when the disabled 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.

Mers was buried under the debris, but was unhurt. His escape was a miracle, the greatest ever known since time has recorded racing. His mechanic, Kellum, was thrown from the car to the ground with great force and sustained 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 machine had done its

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William A. Bourque, 26, Springfield, Mass., driver of Knox car, killed in 350 mile race Thursday when car turned turtle.

Harry Holcomb, 22, Springfield, Mass., mechanic of Knox car, killed with Bourque.

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

Homer H. Joliff, 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 fence.

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 mechanic was.

"The first thing that entered my mind 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 Mers 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 ground like 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 Mers requested that his parents be informed of his safety.

When the plucky driver was crawling from beneath the ruined 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

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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 radiator 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 few feet from the machine, which went beyond him.

Homer Jolliff was run over and almost buried in the earth a few feet from the fence. G. L. Burnbaugh, 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 fatal car.

He was forced away weeping and torn with grief.

After the race Merz said: "I think I am the luckiest man 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 culvert.

"I remember my car hitting the fence, there was a blurred vision of men falling beneath us as we swept through the air. Then the rest came in an instant, the car turned over and I found myself under it on the other side of the creek."

"I don't remember when my mechanic 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.

"At that time I did not know whether I was hurt or not. I expected to find my

apartment well.

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 ruined 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 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 racing machines.

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 separated. The bodies of dead and injured were hurried 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 crowd back so that the Red Cross ambulance 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 shrieked with fright, not knowing but that their husbands were the victims. Children were separated from mothers, adding to the terror of the scene. No 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. Burnbaugh and H. De 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 manner in which Bourque and Holcomb were killed on Thursday.

Kellum Changes Car.

Kellum had been riding with Aitken in National car No. 8 for the first 100 miles; when Aitken's car went wrong and he quit the race, Kellum was watching the remainder of the race from the repair pits when some one cried: "He fainted."

Turning around he saw Herbert Lyne, the mechanic who was riding with Merz in his National No. 10, fall with outstretched hands, muttering something about a battery. Merz's machine had suffered a breakage of some kind, on the far side of the track and the tired mechanic had come across the inclosure running in the broiling sun more than a mile for repairs. He was given attention by the physicians and recovered about the time his excited wife had crossed the track and rushed to his side.

This was the accident that caused Kellum to take his place in Merz's car.

Referee's Decision in 300-Mile Event

When the 300-mile race was abandoned at the Speedway yesterday following the

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This was the accident that caused Kellum to take his place in Merz's car. Kellum was only too eager to re-enter the race, and rushed to the machine as fast as he could, not wanting to waste another precious minute of the time and little dreaming he was rushing into the jaws of death.

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: "Now, boys, I think more of you than of a million race records. Don't, please don't, enter the races if you have the slightest fear or if your families object."

The National drivers are not high-salaried experts like some companies

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Aug. 21.—Reese to death and fatally wound- out of a con- Huntersville, light.

Referee's Decision in 300-Mile Event

When the 300-mile race was abandoned at the Speedway yesterday following the three accidents, one of which cost three lives, the referee gave the following decision:

"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 signed by the management of the Indianapolis Motor Speedway, the donors and the referee. S. B. STEVENS, Referee."

send over the country, but are the factory employees, "members of the family," 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 Company.

When Aitken forsook the race after going 100 miles of the grueling journey the first thing he said when he limped 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 the wrecking of Marmon No. 17. Bruce Keene driver, and James Schiller mechanic. They were round the fatal curve which had trapped Merz and ran against a wooden railing which bordered the inner side of the track, just after passing in 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 leaped and fell on his head. He sustained a 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 smashed in and other damage done.

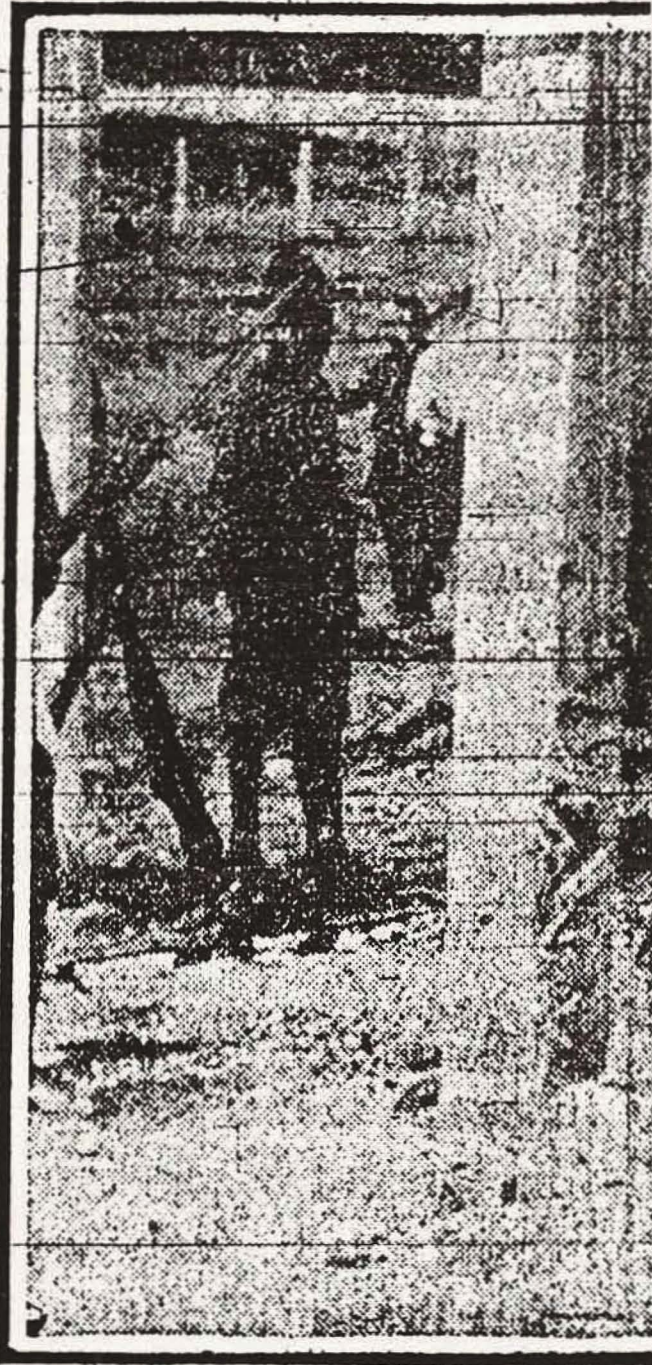
Both men live in this city and are employed at the Marmon factory.

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 was over. The car raised its hind wheels, still whirling at terrific 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 his side and carried him from the track, which was alive with speeding machines, which now looked like angry animals, with their mouths wide open, rushing headlong after some human to devour.

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

Scenes of Speedway



MARMON CAR WHICH WAS WRECKED

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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 a 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 recorded for the wives of the drivers on the track. They suffered many agonies while their husbands spun round and round. Every time they would pass these brave wives of soldiers would sigh with relief and breathlessly await the next circuit to see whether their own were numbered 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 as he whizzed past, and the crowds gathered around. When each had seen three different heaps scattered along the sides of the course they all agreed that it was becoming terrible. Some team managers feared that their pilots would even lose control of their minds because of the strain 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.

Lytle Saved by His Nerve.

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.

"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. It 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



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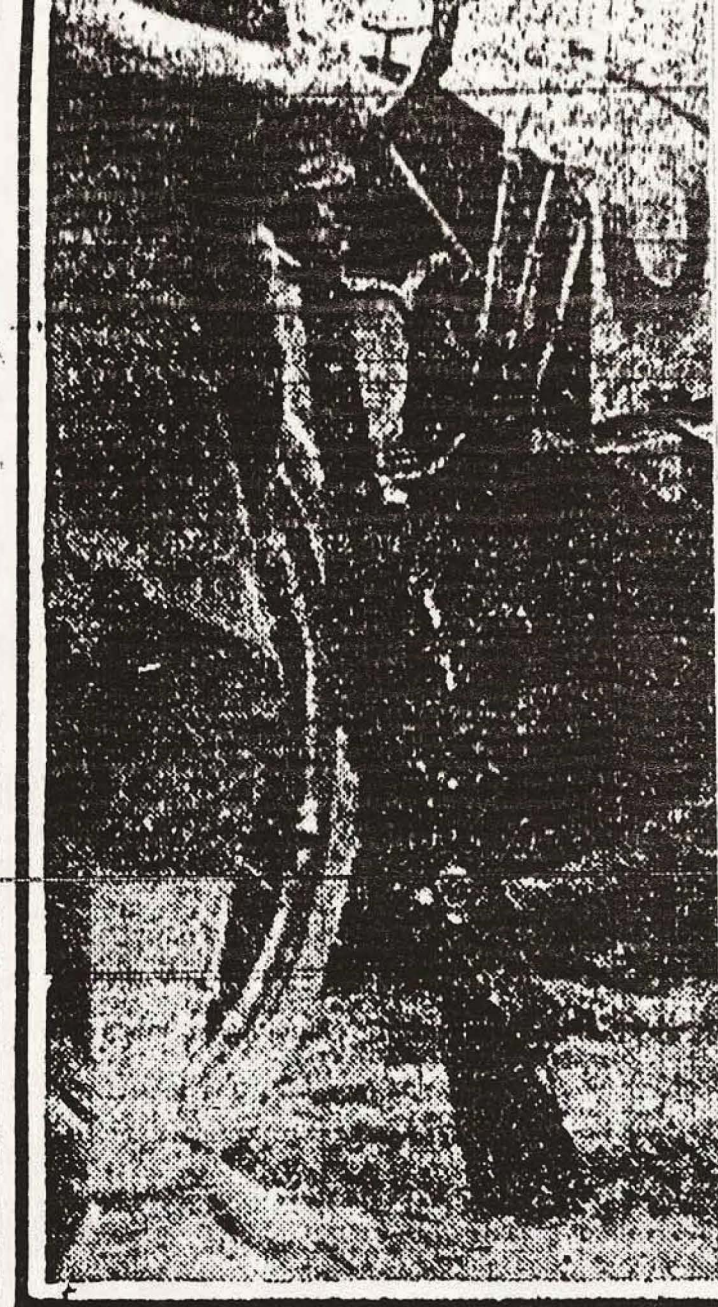
Driver Re-Enters Race.

Lytle quickly jumped from his seat, examined the machine's damages, grasped a 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 mechanic. Dr. Hymel was driving this machine; both he and Ball came out uninjured. Mrs. Ball was soon given attention by Red Cross physicians.

When the last race had been going on for a distance of 175 miles Joe Miller, the big, husky driver of the Stoddard-Dayton No. 23, pulled his machine to a standstill near the repair pits. He was crying like a child. The hot tears circled down his oil and dirt-smear face. "My eyes," he wailed. He was blinded. Physicians rushed to his aid, soon washed the aching eyes and the nifty pilot leaped back in his seat and resumed the struggle against time and distance.

Several of the pilots suffered from the heat strain and eye trouble. Their goggles were broken, fell or in other ways the dirt and dust permeated their systems and blinded their sight. The driver of the Jackson No. 52, that was leading when the 300-mile race was stopped, was forced to stay his swift gait once to have physicians wash his eyes. His name is House and he hails from Jackson, Mich., where his car is manufactured.



MECHANICIAN LYNE, WHO FAINTED

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He sustained cuts of the head, a ghastly laceration of the right thigh, bruises over the heart and sustained broken ribs on his right side.

The physicians at the emergency hospital worked heroically with Kellum in an effort to save his life. Stimulants were administered, his clothes were torn away and every effort made to relieve the crushed parts and stop the flow of blood. Coroner Blackwell was of the opinion last night that the hole in the thigh caused Kellum to bleed to death.

Dr. T. J. Dugan, deputy coroner, was but a short distance away when Mers' 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 mechanic 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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Several of the pilots suffered from the heat strain and eye trouble. Their goggles were broken, fell or in other ways the dirt and dust permeated their systems and blinded their sight. The driver of the Jackson No. 52, that was leading when the 200-mile race was stopped, was forced to stay his swift gait once to have physicians wash his eyes. His name is House and he hails from Jackson, Mich., where his car is manufactured.

The three deaths yesterday raises the toll of the Speedway to seven lives this week.

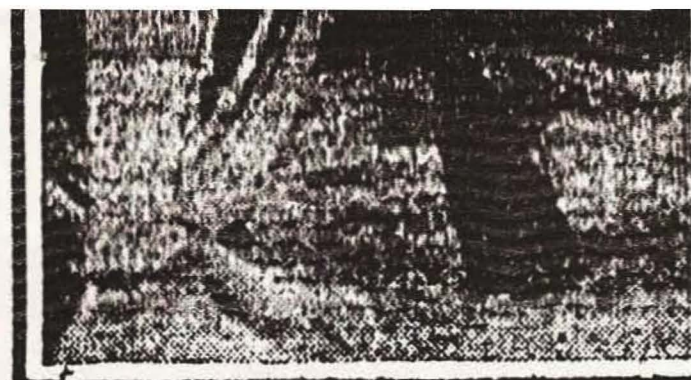
William A. Bourque and his mechanic, Harry Holcomb, of the Knox racing team, were killed in an accident in the 250-mile race Thursday.

Gliff Litteral, a Stoddard-Dayton mechanic, was killed by being hit by a big racing machine while on the way out to the Speedway.

Last night speed-mad automobilists drove more carefully than they did on the streets earlier in the week. The frightful penalty paid for a few broken speed records is greater than was bargained for when Indianapolis threw open the gates of its greatest Speedway in the world.

Jolliff and West, who were struck by Merr's car, were dead when they were placed in the ambulances. Jolliff's chest and one of his jaws were terribly crushed. He was struck squarely in the chest and died instantly. West, first identified as Benjamin Logan, 528 Drover street, Indianapolis, by a membership card in Tribe 123, I. O. R. M., Indianapolis, which he carried in one of his pockets, sustained cuts about the face and on top of the head, a terrible gash in his right thigh and a fracture on the right side of the skull.

Kellum, the mechanic, did not regain consciousness, but lived until 5:50.



MECHANICIAN LYNE, WHO FAINTED IN LUM

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Dr. T. J. Dugan, deputy coroner, was but a short distance away when Merr'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 mechanic 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.

The body of Kellum was thrown into the water and he was bleeding from innumerable injuries when he was picked up. Great gashes were torn in his abdomen and head. The blood had begun to pour into his lungs and he was practically dead when picked up. He lived for some time without regaining consciousness.

Kellum's Death Dramatic.

Kellum's death is dramatic inasmuch as he had not started the race in the same car with Merr. He had been Aitken's mechanic in another National when the race started. Aitken jumped into the lead at the start, heading the nineteen starters. Aitken remained in the lead and had a goodly margin between his car and the next one when a cylinder head cracked after he had covered 105 miles and he had been forced to drop out. Aitken covered 100 miles in 1:31:41 9-10, setting a new record for the track, breaking the one made by Chevrolet in the 250-mile race Thursday.

Kellum and Aitken tried everything in their power to get their car in shape to continue and were forced to sit by with idle hands as the cars they had been leading a few minutes before dashed by them. Kellum broke down and wept like a child when he found their car would not be able to continue the elusive chase after victory. Then he got the opportunity to enter Merr's car.

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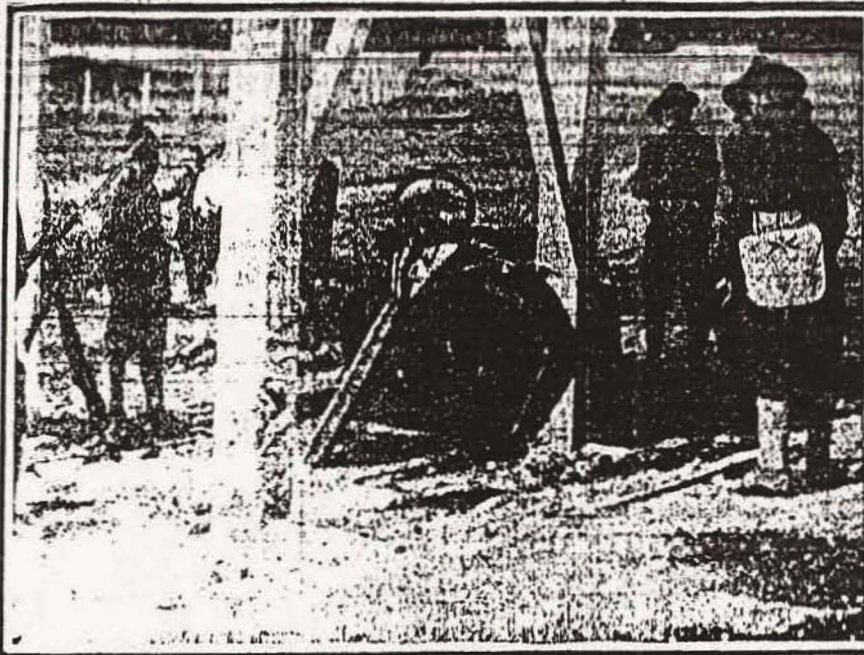
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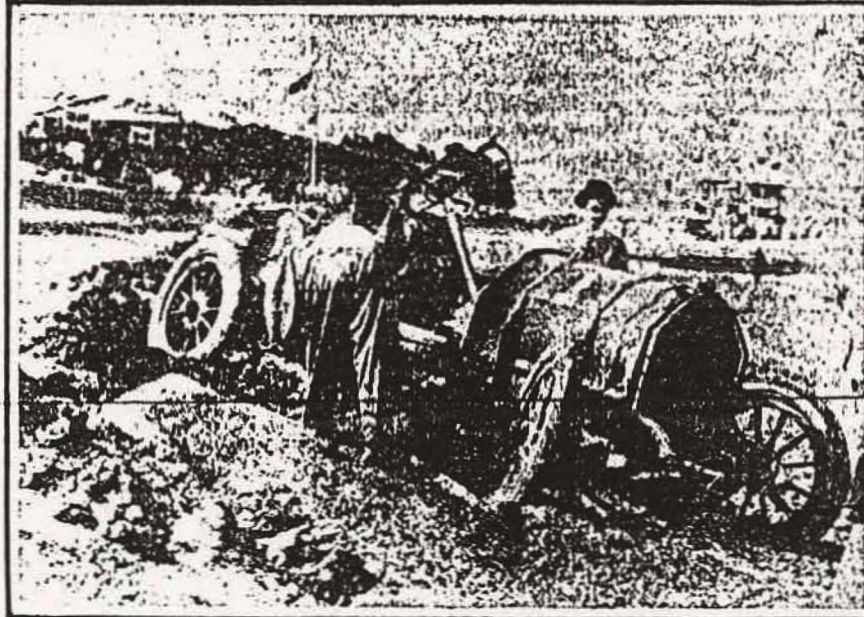
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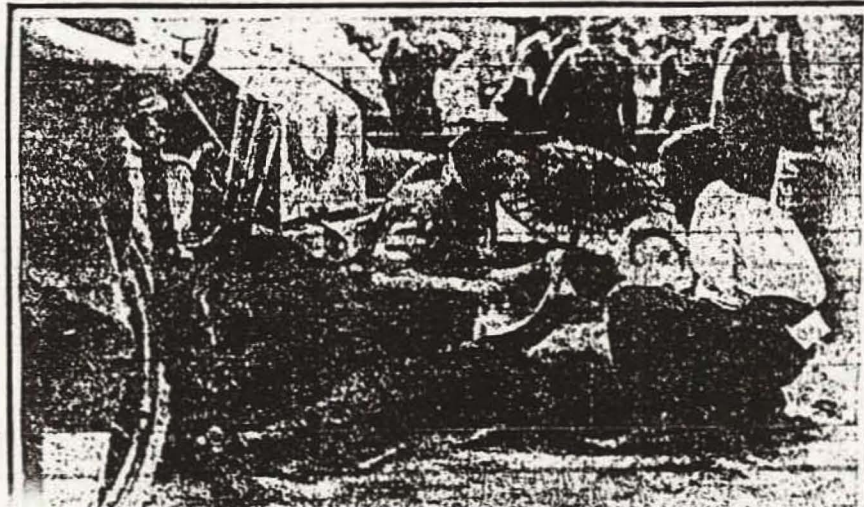
Scenes of Speedway Accidents That Did Not Cost Lives.



MAHMON CAR WHICH WAS WRECKED WITHOUT SERIOUSLY INJURING DRIVER OR MECHANICIAN.



PERSON JACK HABBIT DITCHED BY HERBERT LYTLE NEAR GRAND STAND.



Lytle Saved By His Horse

and over the country, but are the two...
After the race was over A. J. Hickey...
The last accident, the one that turned...
The Mahmon car which was wrecked without...
The driver of the car which entered the race...
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NOTE FOUND ON BODY LEADS TO IDENTITY

Paper That Inferred Man Was Logan Proves Person to Be James West.

TANGLED CASE UNRAVELED

Crumpled Receipts Thrown Aside Give First Positive Clue to Name.

One of the three men killed on the Motor Speedway yesterday went undiscovered until midnight, when he was discovered to be James West, 23 years old, a meat cutter in the employ of the Coffin-Mitchell Company, meat packers. He lived at 141 West Merrill street, and was married, but had no children.

The identification of West came about through two clues discovered by newspaper men at about the same time. One came through the efforts of Benjamin F. Logan who was at first believed to have been killed, and the other came through a more careful search of the body of the dead man than the police and the coroner had made.

Logan, after he had returned to his grief-stricken home, bringing happiness where gloom had been, consented to go with a newspaper man to the City Morgue to view the body of the dead man. He was sure he could not recognize the body, but after a man asked who might have had a card in his pocket bearing his name, address and occupation, as had the dead man, Logan recalled that a man named West had asked him to join a lodge of Haymakers, a branch of the Red Men, and had taken down his name, age, address and occupation.

Card Serves as Clue.

This was the card, as it afterward developed, which was found on the dead man's body. It was this card that made the authorities believe the dead man was Logan, and led him to his place of employment and found him. About the same time a newspaper man searched the body of the dead man. It was a gruesome task, but it was done thoroughly. In a vest pocket he found a receipt made out to J. West from the South West Aid Society.

When the newspaper man who searched the body of the dead man found what later developed to be the receipt from the Aid Society an officer who was helping with the men, told him that the receipt papers he had were only cigarette papers. He insisted upon a more careful examination, however, and it was as a result of this that the name was found.

The first man to view the body at the morgue and suggest that it was West was James Hall, 1415 Kings-d avenue, but the features of the dead man were so mutilated and disfigured as the result of the terrible accident that his identification was uncertain.

Identification Positive.

The first man to view the body at the morgue and suggest that it was West was James Hall, 1415 Kings-d avenue, but the features of the dead man were so mutilated and disfigured as the result of the terrible accident that his identification was uncertain.

Mrs. West was asleep when the news of her husband's death came to her at her home. She arose, revealed the news, and was frantic with grief, her cries arousing the entire neighborhood. A woman's grief neighbors came in, and several of them went to the City Morgue, where the identification was made complete. The wife did not go to the morgue.

BELIEVED HUSBAND DEAD.

Mrs. West said that her husband had gone to the Speedway at 1 o'clock yesterday afternoon. She had not been advised by his failure to return, as he occasionally stayed out until midnight.

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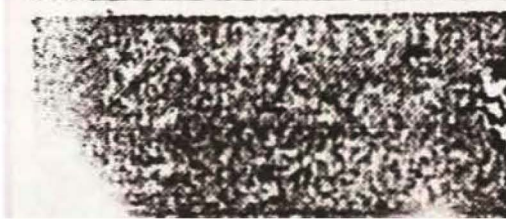
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OR MECHANICIAN.



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James West.

TANGLED CASE UNRAVELED

Crumpled Receipts Thrown Aside
Give First Positive Clue
to Name.

One of the three men killed on the Motor Speedway yesterday went unidentified until midnight, when he was discovered to be James West, 29 years old, a meat cutter in the employ of the Coffin-Fletcher Company, meat packers. He lived at 541 West Merrill street, and was married, but had no children.

The identification of West came about through two clues discovered by newspaper men at about the same time. One came through the efforts of Benjamin F. Logan who was at first believed to have been killed, and the other came through a more careful search of the body of the dead man than the police and the coroner had made.

Logan, after he had returned to his grief-stricken home, bringing happiness where gloom had been, consented to go with a newspaper man to the City Morgue to view the body of the dead man. He was sure he could not recognize the body. Later, when asked who might have had a card in his pocket bearing his name, address and occupation, as had the dead man, Logan recalled that a man named West had asked him to join a lodge of Haymakers, a branch of the Red Men, and had taken down his name, age, address and occupation.

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This was the card, as it afterward developed, which was found on the dead

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Also fine English
two or three-piece
colors, sold all sea
\$18.00, \$20.00 and
\$22.50, choice, Mo

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In all colors, jet b
trimmed; regular
range from \$7.50
\$10.00. Choice,
Monday

Pretty Summer

New long-waisted
choice of a variety
rials, all colors. V
\$10.00. Choice of
a hundred Monday

LIN

In white, pink or
worth up to \$8.00

Entire Stock



EAR GRAND STAND.



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This was the card, as it afterward developed, which was found on the dead man's body. It was this card that made the authorities believe the dead man was Logan until his father went to his place of employment and found him.

About the same time a newspaper man searched the body of the dead man. It was a gruesome task, but it was done thoroughly. In a vest pocket he found a receipt made out to J. West from the South West Aid Society.

When the newspaper man who searched the body at the Morgue found what later developed to be the receipt from the Aid Society an officer who was helping with the new search told him that the bloody papers he had were only cigarette papers. He insisted upon a more careful examination, however, and it was as a result of this that the name was found.

The two clues when compared made it seem certain that the dead man was indeed West. Through a friend of Logan's, the address of West was found, and at midnight it was found that West had gone to the Speedway and had not returned.

Friends of the man went to the City Morgue where they identified him positively.

Identification Positive.

The first man to view the body at the morgue and suggest that it was West was James Saul, 1415 Ringgold avenue, but the features of the dead man were so mutilated and besmirched as the result of the terrible accident that his identification was uncertain.

Mrs. West was asleep when the news of her husband's death came to her at her home. She arose, received the news, and was frantic with grief, her cries arousing the entire neighborhood.

Awakened by the manifestations of the poor woman's grief, neighbors came in, and several of them went to the City Morgue, where the identification was made complete. The wife did not go to the morgue.

Mrs. West said that her husband had gone to the Speedway at 1 o'clock yesterday afternoon. She had not been alarmed by his failure to return, as he occasionally stayed out until midnight.

BELIEVED HUSBAND DEAD.

Woman Prostrated at False News of Speedway Accident.

A case of mistaken identity with regard to James West, killed at the Motor Speedway caused grief for a time in the home of Benjamin F. Logan, 542 Drover avenue, who it was thought was the victim. Mrs. Logan was asked about the accident as soon as news reached the city, but declared her husband was at work as usual in the yards of the Pennsylvania Railroad. She would not believe that he had been killed until through some error the Drover avenue address was announced as authentic.

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WIFE FRANTIC



LEAVING MERZ'S CAR. CLAUDE KEL-
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nessed the accident, and, calling some employees, hurried to the assistance of the injured. All were unconscious or in a semi-conscious condition, lying scattered about the wrecked car. Surgeons and ambulances were quickly called, but young MacLean was beyond aid. His father, with the others, was rushed to the hospital.

The colored chauffeur was the least hurt, but both his arms were broken. Miss Jeannette McDonald's condition is serious. One of her ribs is fractured, and it is feared her lungs may have been punctured.

VICTIM OF AUTO LATE ARRIVAL AT SPEEDWAY

Persuaded to go by Sister, It Is Believed
He Failed to See Race.

Henry H. Tapking, who was seriously injured in the accident at the Speedway yesterday afternoon, is 25 years of age

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Mrs. Logan was almost prostrated at the news, and hurriedly dispatched her husband's father, Ellis Logan, to the Pennsylvania yards to inquire if her husband had really been at the Speedway during the afternoon. Her husband was much overdue from work, and Mrs. Logan was almost convinced her husband was dead when her father walked into the house with him. He had met him in the railroad yards preparing to go home, and hurried there with him as speedily as possible.

The wife was prostrated with grief by the time her husband and his father returned to her house and the scene which followed the arrival of her husband alive and well was touching.

The mistake in the identity of the man was the result of the finding in the pocket of the dead man of a card of an I. O. O. R. M. Lodge bearing the name and address of Logan.

VICTIM OF MISTAKES.

Man at First Reported Dead Once Before
Reported in Accident.

An unusual coincidence in the death and identification of James West, one of the three Motor Speedway victims in yesterday's accident, came to light in the story told by Benjamin F. Logan, who was at first thought to have been one of the Speedway victims. This is the second time that Logan has been mistaken for some one who was in an accident.

Several years ago, when Logan was employed by the Indianapolis Traction and Terminal Company, there was another man by the same name and initials who was injured in an accident. The Logan of the accident suffered injuries which necessitated the amputation of both feet. At that time word was sent to Logan's father and mother that he had been injured and it was several hours after the first word was brought to his home that he walked in. He had not been in the accident and was not injured.

Once, also, Logan received a love letter written by a woman to a man with a name identical with his own, and it took some time for him to convince his friends that he had a namesake.

WOMAN IS KILLED BY AUTO.

Wife of Carriage Manufacturer Run Down

I LEADED TO STOP

Mother of Dead
Could Not Be
Had Been

WIFE FRANTIC

Happy Little
Dark When N
ity Is Broke

If Claude Kellum,

clan who was killed yesterday, had listened his mother he would the fatal accident at

"Claude, if you from those races tomorrow anything I have," the young man while the day evening.

"Now, mother, don't I'll get back all right

The two parted an hours after the accident Mrs. Kellum learned been killed. The morning extra edition of that "Claude Kellogg" the Speedway and he mentioned in the paper been killed.

"Thank heaven the Claude is all right," and with that she died of his danger from later she was informed in a serious condition a few minutes later her that he was dead

"Claude is not dead she cried. "Look, the Claude Kellogg who held up a copy of the her assertions.

Mrs. Kellum had subject at her millinery avenue. As she talked she persuaded herself that it had been killed. she



Accidents.



THRONG SEES NECKS AND MARKS BROKEN

Thirty Thousand People Witness
Closing Day's Events at
Motor Speedway.

OLDFIELD GETS NEW MARK

Drives Car a Kilometer at Rate
of 85 1-2 Miles an Hour—
Big Race Called Off.

BY P. P. WILLIS.

More than 30,000 people saw the races at the Speedway yesterday in which necks and records were broken at a dizzying pace. Greater skill and endurance of brave men have never been exhibited on a race track in this or any other land, this side of Mars.


It was the climax of the three-days racing meet—the first to dedicate the new Motor Speedway. The ends of the motor world were gathered together at the grounds and watched history in the making.

Lives were laid on the altar of speed, narrow escapes by the score put the thousands on the verge of panic, while the most glorious speed records of the age were hung high.

The prices were paid for such hazardous sport and the rewards reaped. The track is now baptized with the blood of the heroes who fearlessly faced the speed conflict—the world is given cause to open its eyes wider at what steel creations can accomplish when brave men urge them to the limit of their power and manufacturers have learned costly lessons, but precious ones, extracted from the grueling performances of their pilots.

The Cost in Dollars.

A million dollars has been expended to



the limit of their power and manufacturers have learned costly lessons, but precious ones, extracted from the grueling performances of their pilots.

The Cost in Dollars.

A million dollars has been expended to build and promote the three days' races which are ended, forced to stop by death itself, and while the moans of the dying still linger in the ears and the bloody sight of the mangled still remain before the vision, yet the promoters of the Speedway declare the meet a success from a racing standpoint.

Grief weighs heavily on all concerned, but that is the risk run in all such events. The track time far surpassed all dreams. Long before time for the gates to open, letting the eager influx of spectators from the direction of the four winds enter, every driver had inspected his car and was nerved for the trials.

There was, however, a semi-superstitious atmosphere of something dreadful in store hovering over every racing headquarters. The drivers had had their nerves badly unstrung by the death-dealing accidents of Thursday, when Bourque and Holcomb were crushed in a twinkling of an eye in the 250-mile race.

When the starter gave the signal for the first race, every man was on the job, alive with interest and awake to his manifold and risky duties.

Oldfield Makes Record.

The first race was a good head-liner, for in it a new world's record was hung up. This event was for big cars to race against time. Barney Oldfield in his Benz burned up the track for one kilometer in :26.2.

This was going at the rate of 85 1/2 miles an hour. Oldfield won the Remy Brassard, which carries with it a prize \$75 a week until the record is beaten. Walter Christie, in his own creation, the long slender steel car, made the same distance in :28.7 Zenget in his big powerful Chadwick, drove the same distance next in :29.9.

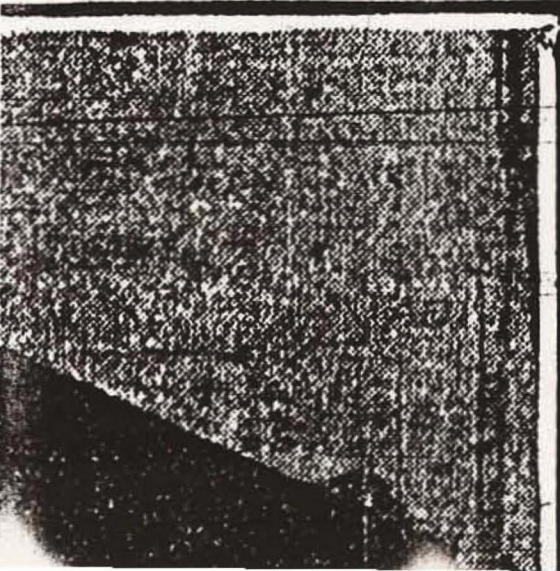
These daring exhibitions of what men seated behind motor wheels can do whetted the appetites of the crowds.

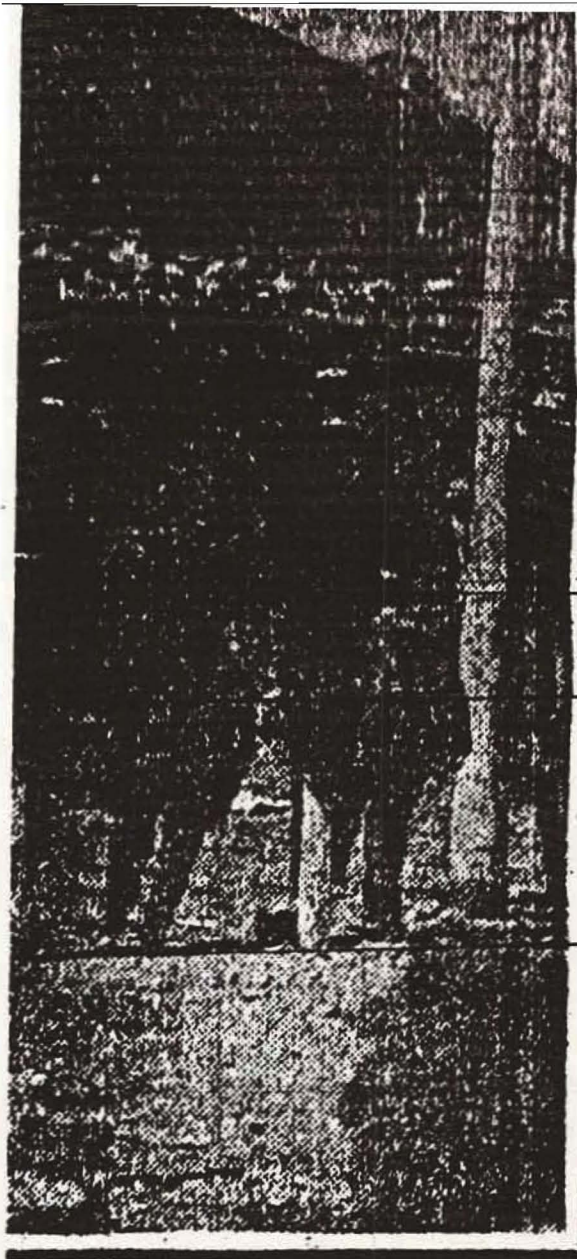
The next event was the fifteen-mile race, free-for-all handicap. Four cars entered out of a field of thirty. It was a good race because of local color. Kincaid in National 6 won this event in 13:28.5. The Buick No. 80 led the first two laps, being driven by De Witt. Kincaid drove a spectacular race and rose to the top and stayed there the remaining three laps. The Buick 80 shifted to the cellar position. The other entrants were De Palma in Fiat No. 24, second, and Stillman in Marmon No. 17, third. The handicaps in this race were: 80, Buick, 2:15; 17 Marmon, 1:15; 6 National, 1:00, and 24 Fiat, scratch.

Hearne Wins Championship.

The amateur championship of America went to Hearne in his big Fiat No. 24, the next race of the day. Four drivers nosed their purring iron-clad animals to the tape and started down the smooth course after this cherished honor.

It was a race of four laps, ten miles. The time of the victor was 9:44.8. Greiner, in Thomas No. 29; Ryall, in Buick No. 47, and Cameron, in Stearns No. 57, chased the winner around the live wire course of speed. Ryall came second and Cameron dropped out in the first lap.





DAY'S RACES.

BREWER WITNESSES RACES.

Former Football Coach at Shortridge Present for Speedway Events.

Kenneth Brewer, well known in this city as the football coach of Shortridge High School several years ago when the North Siders were winning fame throughout the West on the gridiron, was one of the interested spectators at yesterday's races. Brewer has been with the Waverley Electric Company for six years, and has just returned from a trip in Wisconsin. Over rough roads, he succeeded in making eighty-one miles on one charge of his machine.

MAY REVIVE LEAGUE.

NEW ORLEANS, La., Aug. 21.—The Cotton States Baseball League, it is said, will be revived next season. Algiers, a suburb of New Orleans; Jackson, Miss.; Gulfport and Hattiesburg, Miss., all have signified their desire to get into the league. It is believed a meeting will be held here within the next few days to take up the matter.

er, in Thomas No. 20; Ryall, in Buick No. 47, and Cameron, in Stearns No. 67, chased the winner around the live wire course of speed. Ryall came second and Cameron dropped out in the first lap.

Five New World's Records.

After the speed trials had been going on for just one hour five world's records were smashed.

Barney Oldfield broke them all and did it, too, with an injured arm, bound with bandages, sending sharp shooting pains through the man, who showed not a sign of weakening during the entire wild chase of panting machines. He held with an iron grip to the wheels and won the famous Reimy Grand Brassard when he finished first in the twenty-mile free-for-all open.

During this race he made four world's records slip by the wayside and figuratively hide with shame in the dust his flying car rolled out behind.

His time for the entire twenty-five miles was 21:27.7, breaking the record of De Palma, made in a Fiat of 23:35 at Boston June 17, 1908.

De Palma in his Fiat cyclone came second, and Zengel in his Chadwick third.

When the first five miles of the rapidly flying ribbon-like track had been reeled off beneath Barney's car, he had hung up the time of 4:11.3, beating the record of Aitken in a National of 4:26 flat, established Friday on the Speedway.

In ten miles Barney sent to splinters the record of 8:28-1-5 held by Zengel in a Chadwick, made Friday on the Speedway, by beating it with 8:15.9.

For twenty miles he made the time of 16:53.8, beating the record made by Strang in a Buick Friday on the Speedway of 18:41.7.

For twenty-five miles he eclipsed everything in a whirlwind windup.

Long Race Called Off.

The last race of the day, 300 miles for the Wheeler-Schebler trophy was stopped before it was finished, because Deach was getting too active in the ranks, and was gaining an advantage over the speed soldiers. This race started at 1:25 o'clock.

Sixteen powerful monsters were lined in a formidable array before the starter. It was an inspiring sight, making the cheering thousands rise from their seats spontaneously. The noise of the thundering motors, and the clouds of smoke, made a grand comparison to a battle line in action.

They were off—sixteen noble racers, and twice as many noble and brave men. The story of this race and its many varied results is marked by accidents, dangerous encounters, narrow escapes, and is stained by the blood of victims, some dead, others seriously injured. Miraculous escapes add their excitement to the story of this, the greatest automobile race ever run on this globe.

Every lap was made as though the drivers thought it the last. A new world's competition record for 100 miles was made in this race by Aitken in a National. His time was 1:31:41.9 Strang made the 100 miles Friday on the Speedway in the bigger time of 1:32:48.5 in a Buick.

At the end of the first twenty-five miles Aitken was leading the caravan, which

CONTINUED ON PAGE 2, COLUMN 4

at in popularity were tackles, with fifty-one, while seventeen full backs, fifteen quarter backs, nine centers and eight guards were picked. The names of the captains, colleges and positions are as follows:

HAIR BACKS.

College.	Captain.
State Indiana.....	Joseph Libby
Michigan.....	Dave Allardice
Nebraska.....	H. O. Page
Yale.....	Homer Lambert
Yale.....	Robert Kelly
Stanford.....	Logan Morgan
Mississippi.....	W. C. Trotter
Ingfield T. S.....	J. H. McCulloch
by.....	Ralph N. Good
nell.....	Alfred F. Tydeman
th Carolina.....	J. H. Hammond
Indiana State.....	R. L. Stovall
as A. and A.....	L. A. Hamilton
Michigan "Aggies".....	P. G. McKenna
Shington (Seattle).....	Melvin Muckleston
Shington State.....	Cell Cave
eer.....	Blindon
thern California.....	Hal Paulin
timore City.....	Ernest Riley
linnath.....	Ernest Du Bray
lips-Andover.....	Fred Larges
ndall Phillips.....	Charles Wayman
Shington (St. Louis).....	Dorsey Hager
gate.....	E. W. MacDonnell
nsylvania State.....	J. Voorheis
yon.....	Charles Sechrist

ENDS.

nsylvania.....	Al O. Miller
orgetown.....	J. J. Lowney
wn.....	Ad E. Regnier
tsburg.....	Homer Roe
on.....	J. E. Sweetland
re Dame.....	Howard Edwards
anova.....	Joseph J. Welsh
nois.....	Benny Baum
hester.....	Henry Prey
ilton.....	L. C. Leavenworth
es.....	Ralph R. Cummings
Ham and Mary.....	J. Driver
idolph-Macon.....	E. T. Drewery
bama.....	D. W. Pratt
tral of Kentucky.....	W. M. Duffy
tyville.....	A. C. Samsel
chita.....	Charles Wallis
anae.....	Stiles Williams
ne.....	Cook
o Polytechnical.....	Lester J. Bachman
ver.....	C. F. Crowley
ouse.....	H. H. Barry
raska.....	Oren H. Beltzer
ias Normal.....	C. M. Rhine

TACKLES.

ecton.....	Rudolph C. Slegling
nsylvania.....	Art Badenhofer
vard.....	Hamilton Fish Jr.
Louis.....	Harry Lindsay
stpoint.....	Dan Pullen
due.....	Fred W. Eggeman
lams.....	Belvidere Brooks
r York University.....	James Wheeler Jr.
oklyn.....	A. C. Moore
igh.....	Lloyd Treat
erve.....	Milton Portman
Shington-Jefferson.....	Lou Kerberger
knell.....	H. R. Coulson
vdoin.....	William P. Newman
nklin and Marshall.....	O. W. Saylor
e.....	Hugh Emerson
ham.....	John Hancock
ansas.....	Stanley Phillips
mi.....	T. A. Bymer
th Carolina.....	C. G. Garrett
rgia Technical.....	J. R. Davis

FULL BACKS.

ette.....	Ed H. Coy
thwestern.....	Arthur G. Blalcher
erford.....	David August
consin.....	Tomlinson
gers.....	John Wilce
quehanna.....	Ted Leslie
tyburg.....	P. G. Hartman
.....	J. W. V.
.....	D. A.

Throng Sees Necks and Marks Broken

CONCLUDED FROM PAGE ONE.

had strung out all around the track. Time was 21:37.6.

At the end of fifty miles he still led, time 44:21.2. Lytle, in Apperson No. 1, was second, and Burman, in Buick No. 35, was third.

At the end of seventy-five miles Aitken, in the National, still led, he was driving a marvelous race of skill and daring. Time, 1:09:34. Burman was second, and De Palma, in Fiat, had crept up to third. Drech, in his American No. 76, dropped out after eighty miles.

At the end of 100 miles Aitken had hung up his new world's record, but was soon forced, however, to forsake the race because of engine trouble. Burman was second and De Palma third.

At the end of 128 miles Chevrolet, in his Buick, dropped out because of engine trouble.

The rate of speed for 125 miles was 2:01:37, won by Burman in a Buick, leading the race with Merz in the fatal National No. 10, second, time 2:03:01 3-10, and De Palma in Fiat, third, time 2:05:05 1-5.

Burman dropped out after 140 miles with a cracked cylinder.

For 150 miles, in which Lynch in a Jackson led, he had gradually crawled to the lead and stayed there the rest of the race. His time at the end of 150 miles was 2:39:34 1-10. Jackson, with Lynch driving, led for 175 miles, time 3:05:16 6-10. De Palma was second.

For 200 miles Lynch made the time of 3:32:38.6.

At the end of 200 miles the following were still in the race and in order named: Jackson, Lynch; Fiat, De Palma; Marmon, Stillman; Marmon, Harroun; National, Oldfield; Marmon, Stutz, and Stoddard-Dayton, De Hymel.

The race was stopped because of so many accidents in the ninety-fourth lap, distance of 235 miles, with Jackson, Lynch at wheel, leading, with time 4:13:51 4-10.

The crowds then left the grounds in silence. There was no shouting, for dead men were being carried through the crowds in ambulances and a feeling of horror spread over all. Night fell on the greatest auto race meet ever held, although fatal accidents marred the two long-distance events.

HAS NO TIRE TROUBLE.

Not only did Barney Oldfield smash a few world's speed records, but he also made what is said to be a most remarkable record in saving tires. Barney has never been accused of being a careful driver when a race was at stake. On the contrary, he is one of the drivers who is hardest on the tires. The fact that he never once changed his tires on the National or Benz racers is considered by racing authorities as strong evidence in favor of the wearing quality of Firestone regular stock tires.

JIMMY SHELDON

LIKES FOOTBALL

INDIANA'S FOXY COACH

SCHOOL GRIDIRON EN

THROUGH A STRE

TICE AT JORDAN

BLOOMINGTON, Ind., first whole note in the medley at Indiana sounded yesterday after athletic Director James M. on Jordan Field during the university summer squad and watched the their workout.

Sheldon made the trip for the purpose of beging of bleachers on the north Field and of making a f the plans for the tiers south side, the foundation already in the ground.

The bleachers, when have a seating capacity 5,000.

Scott Paddock will be opening of school to co-athletes, and a great m men have donned the mol mer and gotten themse for the first call for un men. Some of the men, who will try for the fres Compton, former captain School; McCullough and same school; Driscoll Weatherwax, a 190-pound formerly played on the eleven.

Dutter May Be

Rumors to the effect th one of the mainstays of last fall, will not re-en worrying the followers of a little. Fullback Cartv nounced his intention of university and the big-Po will add a great deal o backfield should he appea

Andrew Gill, the Lr who has been in bed typhoid fever, the greater y out watching the pr and says that he will put week. The fleet halfback will be the mainstay of hard-fought battles next Coach Sheldon expres well pleased at the wealt material, which will appo Field next year, and the for Chicago last night a the players to appear for p Sept. 20.

undaunted by failure, plans for
vage toward north pole.

Page 6
party suffers for water while
to camp Blagaj Sal farm.

Page 2
to give decision in dispute be-
rance and Mexico as to own-
island in Pacific. Page 2

Page 2
ght robbery of London jewelry
vented by watchman. Page 2
re news of serious condition of
fighting in Morocco. Page 8
sident threatens to punish per-
attempt to embarrass ad-
lon. Page 8

STATE.

police chief's order for "dry"
beyed. Page 3
ity oil field makes best week's
Page 3
at Winona for handling bible
e crowds. Page 3
ylays gardener near Richmond,
him five times. Page 3
is in Michigan City to be near
d fiance. Page 7

LOCAL.

narrowly escapes death when
ashes through window. Page 1
auto victims turned over to
ers. Page 2
ian makes perfect weather for
ay of regime. Page 5
istian Church holds service in
d. Page 6
ermans celebrate 1900th anni-
of victory of national hero over
Page 10
Protestant Church Conference
e pastors for year. Page 10
locks up guest to make him
Page 10
State Fair police force com-
Page 10
nen to decide question of new
y orchestra. Page 10

SPORTS.

lylde double-header at Louis-
Page 4
beats White Sox in ninth 6 to 5.
Page 4
na two games from Zanesville.
Page 4
use first place in City League to
Page 5
managers revise rules for next
st. Page 5

DEPARTMENTS.

..... 6 Railroads 8
..... 7

NAPLES. CAMORRORA.

one and all, want to come again.

"Devotion to one more than to another
shows poor taste and is an enemy to suc-
cess.

"One of the greatest requirements to-
ward being a successful hostess is the
ability to have a special affair go off
smoothly without having your guests feel
that they have put you to the least bit of
trouble or thought.

Never Infers Trouble.

"The clever hostess never permits her
guests to realize or even imagine that she
has gone out of the way to entertain.

"It is very bad policy to let your friends
feel that you have put your house and
servants to a whole lot of trouble because
of their coming to stay a week or so.

"The hostess should make it a plan to
enjoy her own social affairs. I always
make it a rule, and believe me, to enjoy
them in every sense of the word.

"I do not permit myself to become
worried over getting up a function. I go
into it heart and soul, but I do not, for
one fraction of a minute, deprive myself
of the good time.

"I enjoy entertaining because I do not
work myself up into a fever over the
question of whether everything is going
off all right."

DEATH OF BOURQUE HALTS DOUBLE WEDDING PLANS

Motor Car Driver Killed on Speedway
Was Engaged to Be Married
Next Month.

SPRINGFIELD, Mass., Aug. 22.—(Spe-
cial)—The death of William Bourque of
this city in the automobile races at In-
dianapolis on Thursday means giving up
of a double wedding ceremony which was
planned for Sept. 14.

On that date Mr. Bourque was to have
married Miss Alexandria Bolvin of West
Springfield, and two other friends, Prosper
Dufresne and Miss Eugenie Perent, also
were to be married.

Bourque had promised his fiancée to
give up racing after he had made a try
for the Vanderbilt cup this fall.

Harry Holcomb, who was killed with
Bourque, was buried today, the funeral
being held at the Methodist Church in
Granville. The funeral of Bourque
will be held tomorrow. The bodies on
their arrival from the West last night
were met by a delegation of 300 employees
of the Knox Automobile Company and
escorted to their home. The special car
was filled with flowers. Fully 5,000 peo-
ple were at the railroad station.

TRACTION CAR HITS BUGGY, KILLS FARMER AND WIFE

Mr. and Mrs. Curd Conrad of Big Springs
Fall to Note Approach and
Are Mangled.

ZIONSVILLE, Ind., Aug. 22.—Curd Con-
rad and wife, near Big Springs, five miles
northeast of here, were instantly killed
about 10 o'clock this morning when a
buggy in which they were riding was

which have caused furries in the
market from time to time since
parture for Europe, June 1. Wa-
particularly is anxious to know
well or just how ill Mr. Harriman
there is great interest in the re-
he has obtained options on Ni-
Central stock which will enable
control the lines so long held by
derbills, thus giving him an
chain of railroads from coast to

At his country place Mr. Harri-
man, according to his physicians
long as his health demands. V
great residence is not complete
men have been busy day and
months and part of it necessary
comfort and convenience has been
in order.

PAUPER RECEIVES \$200 THROUGH HOOSIER'S

Inmate of Illinois Poor Farm C
tune When Brother Dies in
dianapolis.

BLOOMINGTON, Ill., Aug. 22.—
the death of Oliver Newhouse
dianapolis, Albert Newhouse, al-
of the Poor Farm of this county,
heir to the former's entire es-
\$200,000. The legatee is 30 years

and has been sick, penniless un-
less for some time. He has
ployed at a local hotel as port-
number of years, but six mo-
was laid up with a severe
rheumatism and was compelled
the Poor Farm.

The young man received the
tion about his fortune without
play of emotion. He immediatel-
to pay the county for the expen-
care, although he didn't posses-
money to buy a postage stan-
learned that Albert Newhouse
brother, but they have been en-
years. The estate comprises
of rich Indiana farm land, local-
in a few miles of Indianap-
valued at \$500 per acre. There is
sum of \$60,000 in cash on deposi-
dianapolis banks. This, with t-
and bonds, brings up the total to

The property is free from al-
brance or entanglements of any
will be turned over to the Poor F-
eficiary without any delay. It is
lieved that the brother ignored
any fight to secure a portion o
tate.

The name of Oliver Newhou-
tioned in the Bloomington dispa-
not appear in the City Directory
dianapolis people named Newhou-
not identify the man.

GREEK REPLY SATISFAC

Answers Turkey's Recent Note E
Attitude in Crete.

CONSTANTINOPLE, Aug. 2
Council of Ministers has accepted
Greek reply as satisfactory. Th
which was in answer to Turke
concerning the attitude of G.

INDIANAPOLIS, SUNDAY MORNING, AUGUST 22, 1909.

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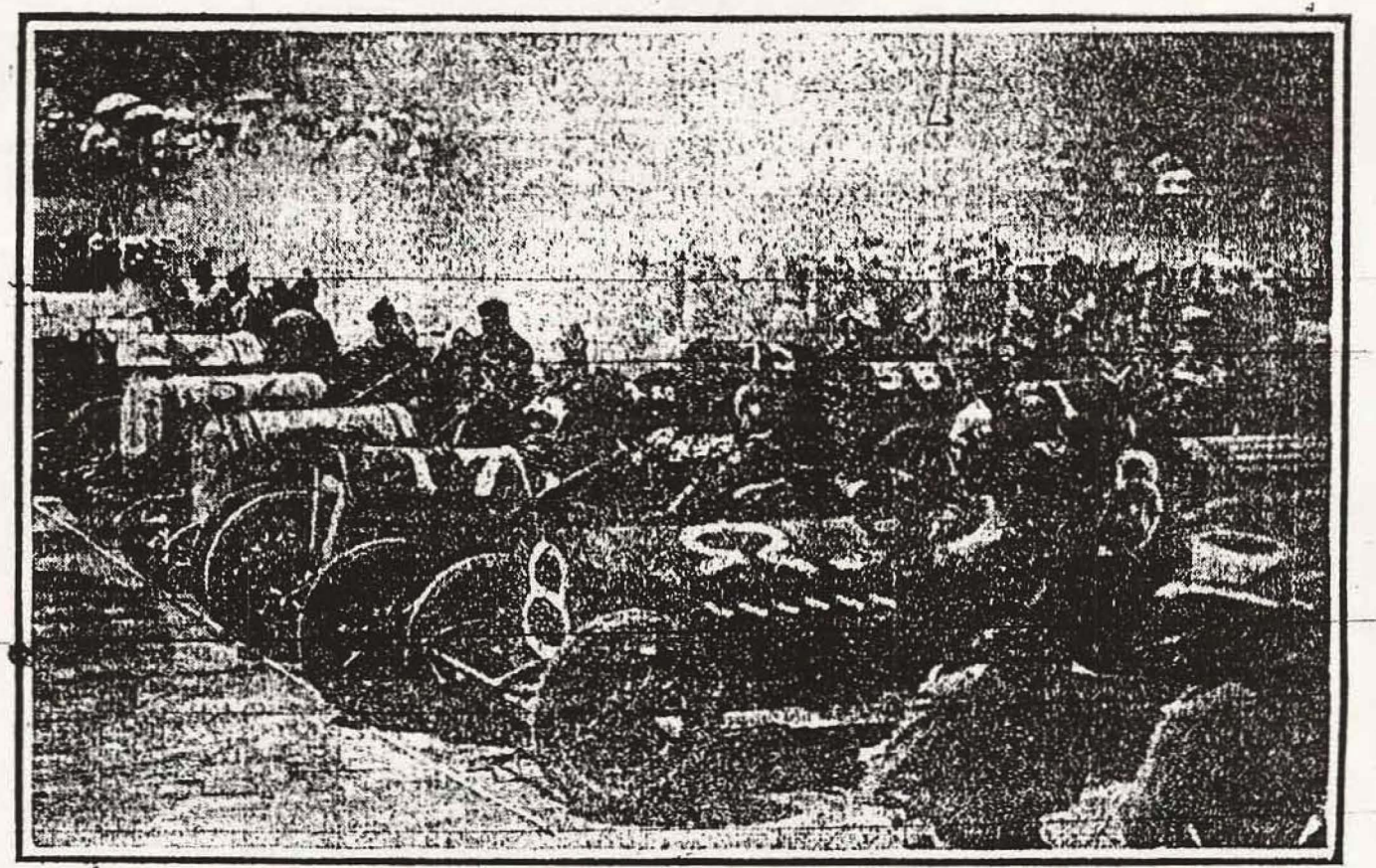
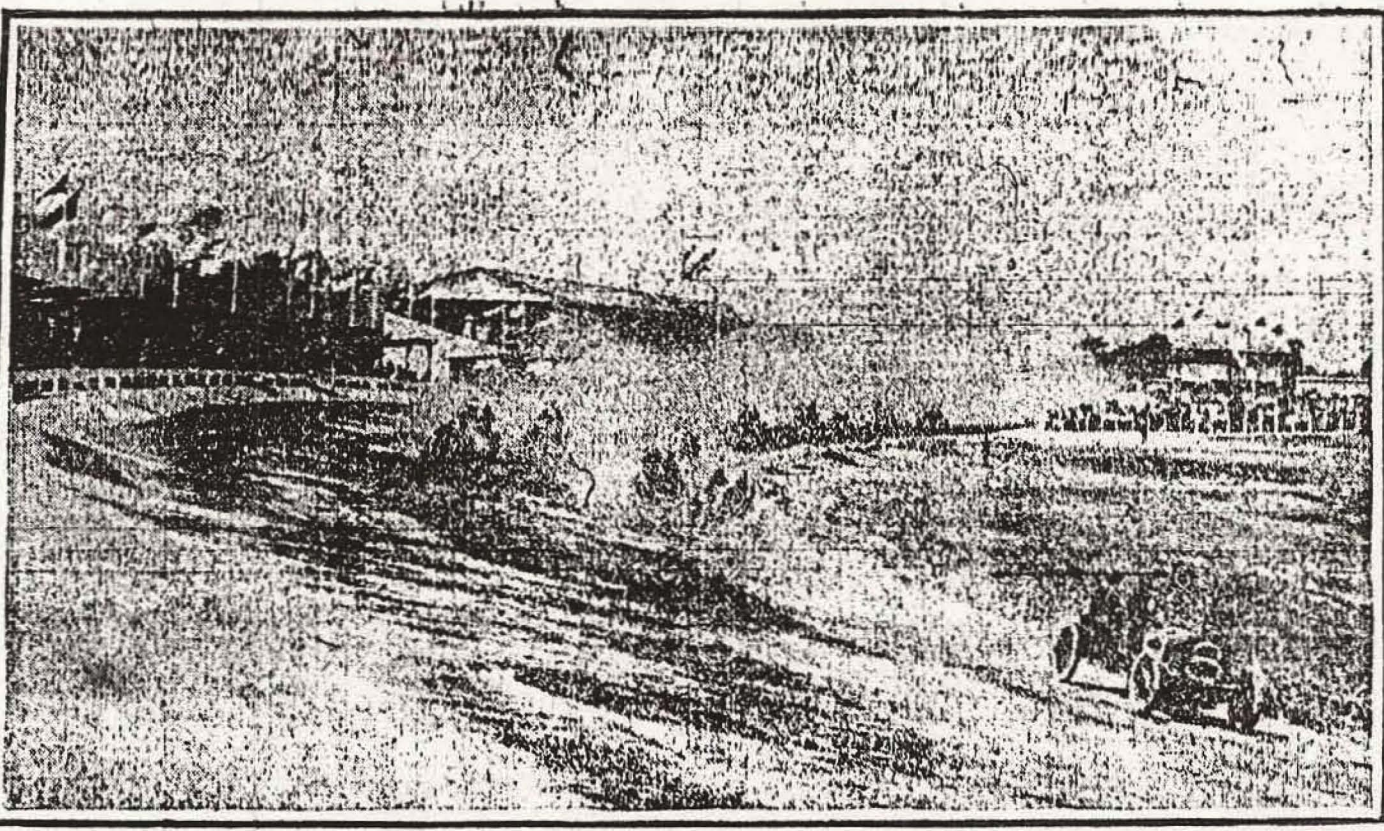
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Arallanes
was off in
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Vic.

Racers Starting on Long Race That Ended in Serious Accidents.



MACHINES AWAITING STARTERS' SIGNAL IN 300-MILE RACE.

PARTINGTON IS HIGH GUN

SHOWS FORM IN SHOOTING

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BUSY SUNDAY STATE AFFAIRS

Church Service From Pro-
to Consult Cabinet on
Appointments.

TERS. PARDON LIST

Day of Unusual Business
Activity With Whirl in
Automobile.

U.S. Mass., Aug. 22.—The cares
weighed too heavily on President
to permit more than an hour's
from the summer White House,
is not until the sun was set.
business gave way to pleasure
ing motor car whirled the chief
away from a Cabinet meet-
drive along the Essex County
in Mrs. Taft.

Church attendance was omitted in
acts of humanity, for during the
long list of pardon cases was
while in the afternoon, with
breezes sweeping in from the
story of the Treasury Mac-
 attorney General Wickersham
tary of the Navy-Meyer dis-
an hour or more the intricate
to questions of the personnel of
ariff board, and some economic
which have been instituted in
Department.

Keep of the new tariff board
used in detail and a list of
ore names for the three places
fully examined. The Cabinet
quite a little while over the
James B. Reynolds, assistant
of the treasury, before hasten-
ers, and it is thought probable
Massachusetts tariff rate expert
urther considered. No definite
ever, will be taken until a
plete Cabinet meeting is held.

ten Commission's Work.

ing the proposed change in the
commerce act, it is stated that
of the present administration
ward lifting from the shoulders
sent board the work of investi-
as and alleged violations of the
lifting such labors to the De-
of Commerce.

long consideration of the Sher-
trust act, and in the light of
decisions, the administration
he conviction that only the
considered changes, in even
the different sections of

One of Speedway Victims



THE LATE JAMES WEST.

James West, 39 years old, a meat cutter
employed by the Coffin-Fletcher Packing
Company, was one of the victims in Sat-
urday's accident at the Indianapolis
Motor Speedway. West was a spectator
and was struck by a flying automobile
when it left the course followed by the
racers and dashed through a fence. He

is survived by a widow and one step-
daughter, now living in Kansas. West's
father died about four months ago and his
mother has been dead for a number of
years. The Rev. A. R. Miles, pastor of
Mayer Presbyterian Church, will officiate
at the funeral services to be held at the
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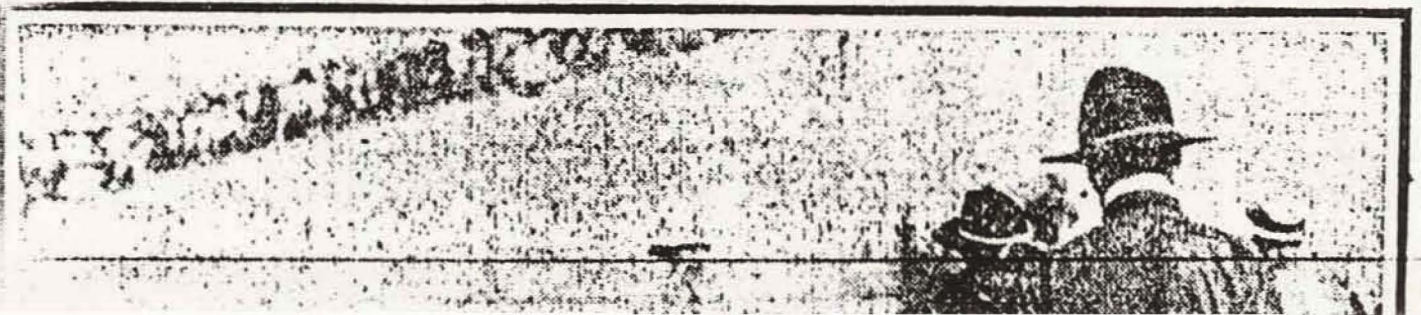
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INDIANAPOLIS SUNDAY

INDIANAPOLIS, SUNDAY, AUGUST 22, 1909.

Scenes of Fatal Accident at the Motor Speedway.

[Photos by Star Staff Photographer.]



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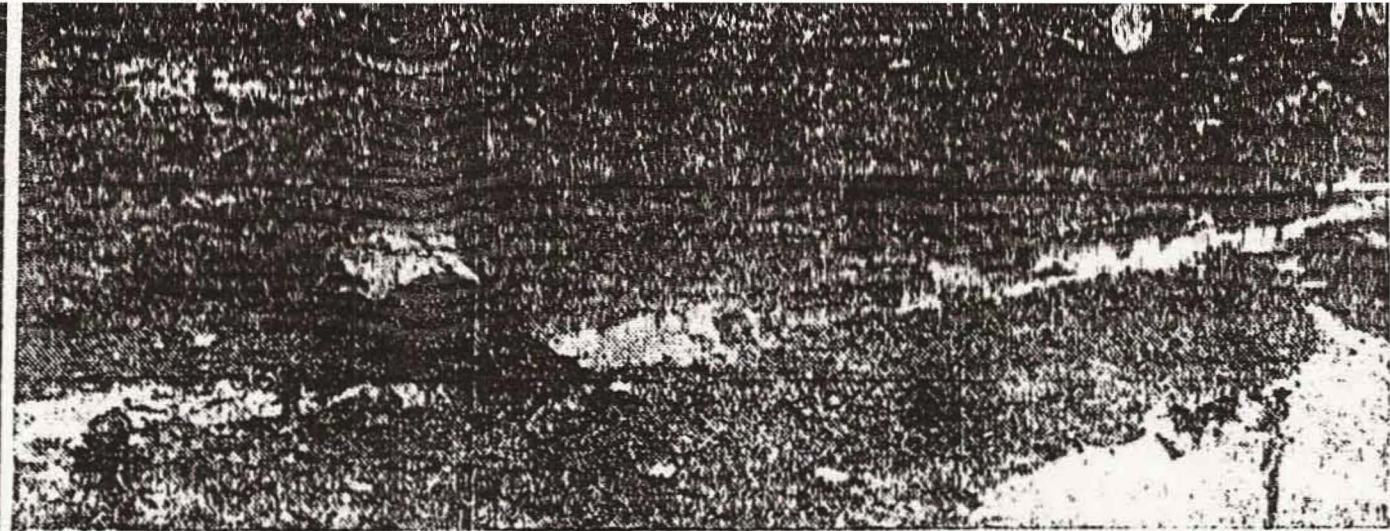
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