

RACE

# 100,000 WATCH BIG RACE AT SPEEDWAY

Crowd Began Knocking at the Gates for Admittance at Dawn.

EVERY KIND OF CONVEYANCE

Strings of Autos Tell Story of International Scope of Great Five-Hundred-Mile Race.

**MOTOR SPEEDWAY, INDIANAPOLIS, May 30.**—With a May-day sun centering all its field guns on the speedway the world's greatest racing day dawned. Even in Old Sol's first peep there was a promise of fair weather, for it was a cloudless sky. A gentle breeze came out of the west and gave the flags and pennants on the speedway buildings a little work to do in stirring up enthusiasm and patriotism.

work to do in stirring up enthusiasm and patriotism.

The crowd began knocking at the speedway gates at the first promise of dawn and at 3 p. m. men familiar with the estimate of crowds fixed the attendance at today's great race between ninety thousand and one hundred thousand, the favorite number being the latter. It was 1 o'clock before there was even a cessation in the flood of humanity that flowed through the gates. From the press stand men who had attended previous meetings at the speedway observed that the crowd in the infield was larger by several thousand than ever before.

### Infield Crowd.

The infield crowd was heaviest near the south turn and it was this crowd and that in the south bleachers that had the great thrill when Jack Towers's Mason car left the track and took a spectacular spill. The number of automobiles in the parking spaces also was larger than ever before. The stands and bleachers were jammed to capacity and the crowd in the grove and around the north fence exceeded any previous year.

Speedway guards, clad in new uniforms, and each armed with a natural wood club to match, were sent early into every part of the big 323-acre speed farm to comb trees, buildings, pits and stands of all persons not possessed of something that bore the sentiment "Admit one."

### Grand Old World Outside.

There were many ambitious youths who spent the night in the open to cheat the gateman of his prize money, but woe came on them when the khaki-clad fellows with the big sticks came into view. The speedway guards all carried a show-me motto in their inside pockets, and unless one had something to show it was a

ng 2:33:30.40. He,  
ks.

performance was  
making 106 miles

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## WILD STRUCK

(Baltimore News)

May 30.—A baby  
instantly, and the  
fatally injured in  
same place, with—  
The baby was the  
of Mr. and Mrs.  
Lawaka, and the  
of Frank Smith, of  
the Lake Shore

ed had gone to  
family gathering.  
a train, and Mrs.  
the South Shore  
watch her husband,  
in the baby in his  
South Shore train,  
only from a ravine.  
child. Decoedt was  
in hospital here.  
killed when he dis-  
ing locomotive at  
k a signal post.

## QUAKE?

York Record  
Tremble.

0.—An earthquake  
ch was apparent—  
from New York,  
recorded by the  
merican Museum of  
The first tremors  
0, and the main  
to 8:15.

## Grand Old World Outside.

There were many ambitious youths who spent the night in the open to cheat the gateman of his prize money, but woe came on them when the khaki-clad fellows with the big sticks came into view. The speedway guards all carried a show-me motto in their inside pockets, and unless one had something to show it was a case of "hurry to the exit, hurry. It's a grand old world outside."

Captain William Carpenter, of the speedway guards, had a small army of subordinate officers under his command, and these served to direct the hickory-weaponed sleuths known as privates. Several automobiles served as police cars and they threw scares into all belligerents who dared question the authority of Mr. Guard. When a speed-seeking citizen sought trouble he found it, for somehow those police cars bobbed up in a jiffy, a guard officer stepped down and inquired gruffly:

"What's the matter?"

Citizen and guard then told their stories and, of course, all Mr. Citizen had to do was obey the guard.

## Good-Natured Crowd.

The crowd was as good-natured as it was large. It was not difficult to detect swain and sweetheart. She usually carried a basket or a suit box from which emanated odors that told some nice barnyard fowl had hit the skillet the day before.

She would not trust the box to Joshua, knowing that in the excitement of the day he would leave the box on the train or at some ticket window. One could pick Joshua, too, for he bought her more badges, programs, crackerjack, red, white things than any husband ever buys for a wife. She was laden with pennants,

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# EXCUSE D THROATS

## MAHOGANY" THE RACE.

## HE SALOONS

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beamed his best.  
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dway visitor, so  
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yard low had hit the same the day be-  
fore.

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The crowd went to the speedway in every style of conveyance invented since Adam, the latter device consisting of a good pair of legs. The Ben-Hur traction cars were jammed to the edge of the car guards. The highways, including Indiana avenue, Tenth, Michigan, Washington and Thirtieth streets were thronged with automobiles of every known make. The little two-lung runabout was just as important as the \$5,000 touring palace. In fact, the police remarked that they had more trouble keeping the speed bug reduced in the two-lungers than in all the big cars.

### Motoring Throng In Action.

At the speedway gates the jam of automobiles became greatest between 8 and 9 o'clock. The gate attendants worked so steadily that they were immersed in perspiration before their work was half done. Each car was halted, the tickets taken, the parking space designated and the warning given that speeding would not be permitted along the inside drives of the speedway. It was interesting to see the motoring throng in action. Here came a car with Boston pennants flying from its standards. Then followed one from Charleston, W. Va., next an Indianapolis truck, the property of a local factory bearing a score of the employees to the race course. Now came a dust-

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street—center of  
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that of the Ma-  
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at the Majestic  
hrough the lobby  
ops into the bar-

a great sign,  
ellers. We Have  
er in the City,"

ge Eleven.

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from Charleston, W. Va., next an In-  
dianapolis truck, the property of a local  
factory bearing a score of the employees  
to the race course. Now came a dust-  
covered car with a New York license  
tag and a Philadelphia pennant flying  
from its canopy.

### Gosport There, Too.

Behind the big New York-Philadelphia  
car came a little Ford, dust-covered, too,  
and from it floated a little green pen-  
nant painted at home and bearing the  
proud declaration that it was from Gos-  
port. Nearly every state in the union  
was represented by one or more autos.  
The strings of automobiles told a won-  
derful story of the international scope  
of the race. Here was a car from On-  
tario, another from St. Louis, another  
from Chicago and then the Isotta car, of  
Milan, Italy, bearing members of the  
Isotta's crew. It was estimated that a  
thousand automobiles passed through the  
gates within the two hours following  
o'clock.

Woven into this mass of automobiles  
moving along the speedway drives and  
entrances was the humble pedestrian.  
Here came a three-hundred-pound man

Continued on Page Eleven.

# FORMER CHAMPIONS.

## WINNERS OF 1911 EVENT.

No.	Car and Driver.	Time.
22	Morison, Harriman	6:42:04
23	Leahy, Malford	6:43:51
25	Flat, Bruce-Brown	6:52:29
11	Morredon, Wisbart	6:52:57
31	Morison, Dawson	6:54:37
7	Simplex, De Palma	7:02:02
20	National, Mers	7:06:26
12	Amplex, Turner	7:12:56
15	Kaas, Belcher	7:19:00
26	Jackson, Cobe	7:21:50
10	Stutz, Anderson	7:22:55
24	Morrey, Hughes	7:23:32

average speed, 74.61 miles an

## WINNERS OF 1912 EVENT.

No.	Car and Driver.	Time.
	National, Dawson	6:21:00
	Flat, Fyaloft	6:31:29
	Morison, Hughes	6:32:00
	Stutz, Mers	6:34:40
	Schacht, Radloff	6:44:24
	Stutz, Zengle	6:50:24
	White, Jenkins	6:52:38
	Leahy, Horn	6:53:38
	National, Wilcox	7:11:30
	Kaas, Malford	8:53

average speed, 73.72 miles an

were crowded with automobiles, of them loaded to the limit. At the time large numbers of machines still backed against the curb in all principal streets and moved about in busy tangled traffic at the corners between corners. Walks were thronged with pedestrians and the speedway, although drawn thousands at the start of the five-

# 100,000 WATCH BIG RACE AT SPEEDWAY

Continued from Page One

carrying a camp stool that looked good for ninety-pound capacity. He seemed content in the belief that his footstool would do faithful service during the day and he wobbled his way through the tunnel to the inside field, where he could sit and peep through the wire fence at the dying speed kings.

### Sunshades and Seats.

Just inside the entrances the cushion man did an Eldorado business, scores of race goers halting to heed his warning. "Get your cushions, them seats ain't going to get no softer, friends, no softer; been, and I know." His diligent wife stood by his side selling sunshades. "Get your sunshades," she yelled "that sun ain't goin' to get no cooler neither," so the crowd bought cushions and sun shades.

The Salvation Army lassie was on the job, too. She stood at every grand stand entrance, near every gate, holding out her tambourine to receive the generous ties of the race crowd. One lassie did well at the entrance to grand stand B, for she sold smiles for nickels and her stock never ran out.

Automobiles were conducted to the places by a regular chain system of militiamen stationed at intervals of every fifty feet or so.

There was not a gate or a place where a watchman was needed which did not have at least three or four of the disciples of Mars on the job. Courteous, ye firm, they afforded protection to every

## DE PALMA.

Quit race with Mercer No. 21. Took Bragg's place in Mercer No. 12.

...one race had not pulled from  
...the usual volume of traffic.  
...were scenes of great activity,  
...of the station congestion and  
...traffic to the speedway.

### 22,000 Tickets Sold.

Henry Martin in charge of the  
...at the union station,  
...on the various booths, and  
...that 22,000 tickets for the shuttle  
...had been sold. It was known,  
...that many persons boarded the  
...without tickets, climbing off other  
...arriving in the station and board-  
...the speedway trains without leaving  
....

...clock trainmaster Patten, of the  
...division of the Big Four, in ac-  
...charge of the operation of the trains,  
...at that time forty-four trains had  
...to the speedway. Each train con-  
...of eight coaches. The big jam at  
...station was no longer visible after  
...10:30, although the steady stream  
...were rapidly filled the shuttle trains.  
...that hour on, the trains were run  
...of the station as often as filled. Al-  
...ber eight trains were used in taking  
...of the business.

### Last Year's Record Broken.

...Hafferty veteran police officer,  
...has seen thirty-eight years of service  
...police man said there was no ques-  
...that the crowd which went through  
...station exceeded that which had gone  
...the station during the same  
...h of time on last Memorial day.  
...great deal of the confusion and strug-  
...t the station today was attributed to  
...rest that came on those going to  
...speedway because "things were jim-  
...as the railroad men expressed it.  
...of the visitors criticized the union  
...on, which was clearly inadequate to  
...care of such a crowd as comes to  
...city on a speedway day.

... "bumping" of the traffic, accord-  
...o railroad men, was due to the fact  
...the passenger facilities here are not  
...sufficient to take care of the large num-  
...of trains in service this morning.

### No Room For Shuttle Trains.

...times the tracks at the station were

one within his rights, yet allowed no  
to slip anything over. The manner  
which they discharged their duties  
an eloquent tribute to the organiza-  
methods of the management, as well  
its extreme foresight in providing for  
every possible emergency.

### Dizzying Sea of Faces.

Two city blocks represented in the  
...tance between the speedway entra-  
and the grandstands presented one of  
most animated scenes ever witnessed  
where when, between 9 and 10 o'clock,  
rush of the day came. Nothing but fa-  
faces, faces, except automobiles, auto-  
biles, automobiles. It was a dizzying  
that moved before the eyes. Every f-  
bore the expression of anxious expecta-  
cy. Summer-clad women, gowned  
match the holiday, hurried in and out  
between motor cars and men.

The automobiles came in an unbro-  
procession that must have covered mil-  
As the hour for the start drew near  
the haste of the crowd increased,  
when some luckless chauffeur choc-  
his motor he was roundly abused and  
ridiculed by the fellows behind him, and  
there was never lacking the element  
holiday good nature.

### Brandy and Milk.

Sometimes automobiles stopped at  
grand stand entrance to permit the  
loading of a well filled hamper. "Wh-  
in it?" one fellow yelled to a hamper-  
rier. "Brandy and milk," was the re-  
of some one who had read the loose-  
libel case testimony. When the boy  
announcing the start of the race w-  
fired the police and guards had a h-  
time holding in check those still h-  
along the driveway.

Everybody wanted to see the start,  
there were thousands that did not. T-  
thirty and 11 o'clock came with  
stream of cars and pedestrians still  
broken and the gatemen wondered w-  
the end would come. The parking pla-  
were jammed with cars before noon  
hundreds of race-goers, anxious to av-  
being held in a jam after the re-  
parked a quarter of a mile from  
speedway.



## DE PALMA.

Quit race with Mercer No. 11. Took Bragg's place in Mercer No. 12.

and mile race had not pulled from streets the usual volume of traffic. Lobbyists were scenes of great activity in spite of the station congestion and road traffic to the speedway.

### 22,000 Tickets Sold.

Henry Martin, in charge of the selling at the union station, lined up on the various booths, and that 22,000 tickets for the shuttle had been sold. It was known, however, that many persons boarded the trains without tickets, climbing off other trains arriving in the station, and boarded the speedway trains without leaving home.

At 10 o'clock trainmaster Patten, of the race division of the Big Four, in charge of the operation of the trains, at that time forty-four trains had to the speedway. Each train consisted of eight coaches. The big jam at the station was no longer visible after 10:30, although the steady stream of passengers rapidly filled the shuttle trains. At that hour on, the trains were run from the station as often as filled. At least eight trains were used in taking care of the business.

### Last Year's Record Broken.

Pat Hafferty, veteran police officer, who has seen thirty-eight years of service as a policeman, said there was no question that the crowd which went through the station exceeded that which had gone through the station during the same hour of time on last Memorial Day. A great deal of the confusion and struggle at the station today was attributed to the unrest that came on those going to the speedway, because "things were jammed" as the railroad men expressed it. Many of the visitors criticized the union station, which was clearly inadequate to care of such a crowd as comes to the city on a speedway day.

The "jamming" of the traffic, according to railroad men, was due to the fact that the passenger facilities here are not sufficient to take care of the large number of trains in service this morning.

### No Room For Shuttle Trains.

At times the tracks at the station were

one within his rights, yet allowed no one to slip anything over. The manner in which they discharged their duties is an eloquent tribute to the organizational methods of the management, as well as its extreme foresight in providing for every possible emergency.

### Dizzying Sea of Faces.

Two city blocks represented in the distance between the speedway entrance and the grandstands presented one of the most animated scenes ever witnessed anywhere when, between 9 and 10 o'clock, the rush of the day came. Nothing but faces, faces, except automobiles, automobiles, automobiles. It was a dizzying scene that moved before the eyes. Every face bore the expression of anxious expectancy. Summer-clad women, gowned to match the holiday, hurried in and out between motor cars and men.

The automobiles came in an unbroken procession that must have covered miles. As the hour for the start drew near the haste of the crowd increased, and when some luckless chauffeur choked his motor he was roundly abused and ridiculed by the fellows behind him, and there was never lacking the element of holiday good nature.

### Brandy and Milk.

Sometimes automobiles stopped at the grand stand entrance to permit the loading of a well filled hamper. "What is it?" one fellow yelled to a hamper carrier. "Brandy and milk," was the reply of some one who had read the loose libel case testimony. When the boys announcing the start of the race were fired the police and guards had a hard time holding in check those still lined up along the driveway.

Everybody wanted to see the start, but there were thousands that did not. At thirty and 11 o'clock came with a stream of cars and pedestrians still broken and the gatemen wondered where the end would come. The parking places were jammed with cars before noon and hundreds of race-goers, anxious to avoid being held in a jam after the race, parked a quarter of a mile from the speedway.