

waves lasted from 7:50 to 8:16. wildly waving from the sides of the cars, and above the heads of the disappointed ones on the platforms.

Lives were risked scores of time. In the night for place. Women were literally hurled into cars by male companions, many of them being lifted up and thrown into the cars as the train came into the west end of the station. Although an effort was made to let through four gates only approximately the number of persons that could be accommodated on a train, the surplus that accumulated under the sheds was soon two or three hundred, and a hard pressed, perspiring multitude from beyond the gates gazed enviously at those within.

Skirts an Impediment.

When the gates were pushed back and men and women rushed pell-mell across the tracks toward the long-awaited train, the disadvantage of the tight skirt was apparent. Many women traveled across the tracks in hops, pushed and shoved by the men with them, and by the onrushing crowds behind. To overcome the disadvantage, many took a hitch at the tight skirts, and the display of fancy hosiery at the station was easily "one of the sights."

As often as the gates were opened, there came instances in which women either had to be carried or assisted to one side, because of faintness. At one of the gates at the west side of the station at one time, there were five different groups of fanning, exhausted and fainting women and giving them aid. At the other gates were similar scenes.

As fast as the trains, at the rate of a thousand people every five or ten minutes, took the race enthusiasts from the station, the incoming crowds filled up the tracks. Until late in the morning it could not be seen that the taking of a big train load even "made a dent" in the crowds at the gates.

Both sides of Illinois street, especially, however, the east side, were densely packed, the congestion being apparent as far north as Washington street. Jackson square was congested. However, a strenuous effort was made to keep the waiting rooms of the union station open only for regular traffic, and the speedy crowds were diverted to the east and west of the station building. The usual passenger gates were used only for passengers for regular trains and not for the traffic for the shuttle trains.

Specials Continually Arriving.

Big through trains, carrying much extra equipment, were continually arriving, and occasionally a big special pulled into the station. The special trains, large in number, had arrived early for the most part, many of them getting in shortly after midnight. From midnight until the speedy crowds were assembling, as early as 5 o'clock, the scene in the station had been one of great activity, crowded with the large number of trains arriving. Some unloaded at the station, but others took their Pullmans to the easily accessible yards without unloading. All

THERE WAS NO EXCUSE FOR PARCHED THROATS

FEW "KNIGHTS OF MAHOGANY" HAD TIME FOR THE RACE.

SPIELERS FOR THE SALOONS

The sun's sweltering laugh faded to a grim, disappointed smile today when he beamed out of a cloudless sky and looked down into South Illinois street—center of a marvelous saloon activity.

Spielers were shouting hoarse cries to show the way to inviting rear doors, and bright, newly painted signs told of the cool, fresh draughts to the swirling crowds of humanity, which pushed along the sidewalks toward the union station, speedway bent. The sun beamed his best, but the sight which he saw made him grow reminiscent of the days of the old "levees."

There was not a speedway visitor, so inclined, who had to go without his medicinal drink today. In fact, the speedway visitor, who ran the gantlet of saloons between Washington street and the station without facing at least one "knight of the mahogany" in an overloaded back room, was certainly a visitor from the driest of "dry" towns. For everybody but the bartender was on the way to the races.

"Last Chance."

As the visitor disentangled himself from the masses which crowded the union station he was greeted by the sound of a voice in front of Mike Duffey's bar in the Swan hotel.

"Hrrright this way; the last chance," the spieler said, and pointed his hand toward the barrooms, which was crowded three deep with customers.

Across the street, if he managed to pass the spieler at the Swan hotel, the steady stream may have led him into the front doors of the Oneida hotel bar, the New St. Charles hotel bar or that of the Majestic hotel. To reach the man who managed the flowing faucet at the Majestic hotel bar, he had to go through the lobby of the hotel and a side room into the bar-room proper.

Farther up the street, a great sign, "Welcome, Speedway Visitors. We Have the Best and Coldest Beer in the City,"

things than any husband ever wife. She was laden with and blue parasols and all the a-brac of a day at the races.

The crowd went to the every style of conveyance in Adam, the latter device considered a good pair of legs. The Ben-Hur cars were jammed to the edge of the sidewalks. The highways, including avenue, Tenth, Michigan, and Thirtieth streets were thick with automobiles of every known make. A little two-lung runabout was as important as the \$5,000 touring car. In fact, the police remarked that more trouble keeping the speedway clear was caused in the two-lungers than in the big cars.

Motoring Throng in All

At the speedway gates the jammed automobiles became greatest between 2 o'clock. The gate attendants stood so steadily that they were in perspiration before their work was done. Each car was halted, and taken, the parking space being the warning given that speed not be permitted along the inside of the speedway. It was impossible to see the motoring throng in any one place. A car with Boston pennants from its standards. Then came a car from Charleston, W. Va., and a dianapolis truck, the property of a factory bearing a score of the to the race course. Now came a covered car with a New York tag and a Philadelphia pennant from its canopy.

Gosport There, Too

Behind the big New York car came a little Ford, dust-covered and from it floated a little proud declaration that it was from Gosport. Nearly every state in the Union was represented by one or more automobiles. The strings of automobiles told the wonderful story of the interest of the race. Here was a car from Chicago and then the Italian, bearing the name of Isotta's crew. It was estimated that a thousand automobiles passed the gates within the two hours before 5 o'clock.

Weaved into this mass of moving metal the speedway entrance was the

...lives were risked scores of time. In the light for place. Women were literally hurled into cars by male companions, many of them being lifted up and thrown into the cars as the train came into the west end of the station. Although an effort was made to let through four gates only approximately the number of persons that could be accommodated on a train, the surplus that accumulated under the sheds was soon two or three hundred, and a hard pressed, perspiring multitude from beyond the gates gazed enviously at those within.

Skirts an Impediment.

When the gates were pushed back and men and women rushed pell-mell across the tracks toward the long-awaited train, the disadvantage of the tight skirt was apparent. Many women traveled across the tracks in hops, pushed and shoved by the men with them, and by the onrushing crowds behind. To overcome the disadvantage, many took a hitch at the tight skirts, and the display of fancy hosiery at the station was easily "one of the sights."

As often as the gates were opened, there came instances in which women either had to be carried or assisted to one side, because of faintness. At one of the gates at the west side of the station at one time, there were five different groups fanning exhausted and fainting women and giving them aid. At the other gates were similar scenes.

As fast as the trains, at the rate of a thousand people every five or ten minutes, took the race enthusiasts from the station, the incoming crowds filled up the tracks. Until late in the morning it could not be seen that the taking of a big trainload even "made a dent" in the crowds at the gates.

Both sides of Illinois street, especially, however, the east side, were densely packed, the congestion being apparent as far north as Washington street. Jackson place was congested. However, a strenuous effort was made to keep the waiting rooms of the union station open only for regular traffic, and the speedway crowds were diverted to the east and west of the station building. The usual passenger rates were used only for passengers for regular trains and not for the traffic for the shuttle trains.

Specials Continually Arriving.

Big through trains, carrying much extra equipment, were continually arriving, and occasionally a big special pulled into the station. The special trains, large in number, had arrived early for the most part, many of them getting in shortly after midnight. From midnight until the speedway crowds were assembling, as early as 5 o'clock, the scene in the station had been one of great activity, owing to the large number of trains arriving. Some unloaded at the station, but others took their Pullmans to the easily accessible yards without unloading. All

...waves lasted from 7:50 to 8:16.

THERE WAS NO EXCUSE FOR PARCHED THROATS

FEW "KNIGHTS OF MAHOGANY" HAD TIME FOR THE RACE.

SPIELERS FOR THE SALOONS

The sun's sweltering laugh faded to a grim, disappointed smile today when he beamed out of a cloudless sky and looked down into South Illinois street—center of a marvelous saloon activity.

Spielers were shouting hoarse cries to show the way to inviting rear doors, and bright, newly painted signs told of the cool, fresh draughts to the swirling crowds of humanity, which pushed along the sidewalks toward the union station, speedway bent. The sun beamed his best, but the sight which he saw made him grow reminiscent of the days of the old "levee."

There was not a speedway visitor, so inclined, who had to go without his matutinal drink today. In fact, the speedway visitor, who ran the gantlet of saloons between Washington street and the station without facing at least one "knight of the mahogany" in an overloaded back room, was certainly a visitor from the driest of "dry" towns. For everybody but the bartender was on the way to the races.

"Last Chance."

As the visitor disentangled himself from the masses which crowded the union station he was greeted by the sound of a voice in front of Mike Duffey's bar in the Swan hotel.

"Rrrright this way; the last chance," the spieler said, and pointed his hand toward the barrooms, which was crowded three deep with customers.

Across the street, if he managed to pass the spieler at the Swan hotel, the steady stream may have led him into the front doors of the Oneida hotel bar, the New St. Charles hotel bar or that of the Majestic hotel. To reach the man who managed the flowing faucet at the Majestic hotel bar, he had to go through the lobby of the hotel and a side room into the bar-room proper.

Farther up the street, a great sign, "Welcome, Speedway Visitors. We Have the Best and Coldest Beer in the City,"

...things than any husband ever wife. She was laden with and blue parasols and all the a-brac of a day at the races.

The crowd went to the every style of conveyance from Adam, the latter device consisting of a good pair of legs. The Bee-Hive cars were jammed to the edge of the sidewalks. The highways, including avenue, Tenth, Michigan, and Thirtieth streets were thick with automobiles of every known make. A little two-lung runabout was as important as the \$2,000 touring car. In fact, the police remarked that more trouble keeping the peace was caused in the two-lungers than in the big cars.

Motoring Throng in A

At the speedway gates the automobiles became greatest between 9 o'clock. The gate attendants stood so steadily that they were in perspiration before their work was done. Each car was halted, and taken, the parking space being the warning given that speed not be permitted along the line of the speedway. It was interesting to see the motoring throng in action. A car with Boston pennants from its standards. Then from Charleston, W. Va., a dianapolis truck, the property of a factory bearing a score of the to the race course. Now a covered car with a New York tag and a Philadelphia pennant from its canopy.

Gosport There, To

Behind the big New York car came a little Ford, dust-covered and from it floated a little cloud of dust. A sign on the front of the car read "Gosport, N. Y." and "Nearby every state is represented by one or more automobiles." The strings of automobiles told a wonderful story of the interest of the race. Here was a car from Chicago and then the Michigan, Italy, bearing the name of Isotta's crew. It was estimated that thousands of automobiles passed the gates within the two hours between 9 o'clock.

Woven into this mass of moving air the speedway entrance was the number of cars. Here came a three-wheeled