

ning. Percy Lambert had just established his sensational record for an hour to beat it. Three times he made the attempt, succeeding on the third try. The winner of the Sarthe Grand Prix 403-mile race in France, averaging seven miles an hour, will also drive in the French

WHEN ONE STRIKES ANOTHER

PASSENGER CRASHES
OF FREIGHT.

SERIOUSLY HURT

[Indianapolis News]
May 30.—Big Four passenger train, south bound, was derailed into the rear of a freight train, which failed to stop ahead of the passenger. The passenger was almost in the clear when the freight came on the main track. An engine rounder was unable to see the freight, and before the train crashed into the rear

passengers bruised. The engineer, of Wabash, engineer, collar bone, and was seriously bruised, and E. I. fireman, was injured as badly cut about the

MAD STAMPEDE AT THE UNION STATION

Women Faint and Children Trampled on in Wild Rush for Shuttle Trains.

MEN GO THROUGH WINDOWS

Lives Risked Scores of Times—Women, Hindered by Skirts, Literally Hurled Into Cars.

With dense masses of humanity packed around the union station this morning, with the speedway as the goal, the rush through the gates, when shuttle trains were within the sheds, was a mad stampede. Each train which took its thousands out of the city, left behind thousands more of disappointed ones, waiting for the next chance.

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[Special]
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bruised, and E. I. ...
 fireman, was injured
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 just before the crash
 men fainted and T. E.
 salesman from Cleve-
 in the front coach and
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 t. About twenty other
 thrown from their seats
 was seriously hurt.
 of North Manchester,
 scene and attended to
 train was delayed for
 the engine being badly
 moose and three cars

SIS VICTIM WIFE AND SELF

WHEN DAUGH-
 ED FROM DANCE.

SOUTH BEND

Indianapolis News]
 Ind., May 30.—Irving
 supposed to be tempo-
 cause he was dying of
 and killed his wife
 at his home here, yes-
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band out of the city, left behind thou-
 sands more of disappointed ones, waiting
 for the next chance.

Women fainted in the crush. Men grew
 sick. Children were trampled on, but it
 seemed that the injuries were surprising-
 ly slight for the many chances that were
 being run.

Climbed Through Windows.

After the trains were in motion men
 sprang from the platform and, seizing the
 window ledges, climbed, with the aid of
 those inside, to the interior of the cars.
 Nearly every shuttle train which pulled
 out displayed four or five pairs of legs
 wildly waving from the sides of the cars,
 and above the heads of the disappointed
 ones on the platforms.

Lives were risked scores of times in the
 fight 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 ef-
 fort was made to let through four gates
 only approximately the number of persons
 that could be accommodate 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 disad-
 vantage, 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

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Report Finds Body.

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crowds behind. To overcome the disad-
vantage, many took a hitch at the tight
skirts, and the display of fancy hosiery
at the station was easily "one of the
sights."

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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 sta-
tion, the incoming crowds filled up the
ranks. 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
place was congested. However, a strenu-
ous 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
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 ex-
tra 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 sta-
tion had been one of great activity, ow-
ing to the large number of trains arriv-
ing. Some unloaded at the station, but
others took their Pullmans to the easily
accessible yards without unloading. All

Continued on Page Eleven.

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Conti

MAD SAAMPEDE AT THE UNION STATION

Continued from Page One

the passenger yards in and near the city showed the effects of the extraordinary traffic, and Indianapolis was a "city of Pullmans" today.

At Traction Station.

At the traction station there was a big crowd, although the stampede to get on the cars was on a much smaller scale than at the steam railway station. Every fifteen minutes the T. H., I. & E. put out a three-car train over its Ben-Hur division. There was a fight and a jam every time one of the trains was in the sheds, but the crowd lacked the large volume and the solid density of the multitude at the union station.

Police officers and trainmen fought valiantly at the union station to restrain the crowds, but were only partly successful, although effective when considering their numbers as compared with the thousands of people anxious to get to the speedway. At one time a gate left unlocked afforded an opportunity. It was pushed back and dozens forced their way past five or six struggling station employees before the gate could again be closed.

Autos Fill Streets.

The train traffic, of course, took only a part of the spectators to the speedway. From early in the morning until the middle of the forenoon the routes from the downtown part of the city to the speed-

ck" and was doing

hundred-mile race, had not pulled from the streets the usual volume of traffic. Hotel lobbies were scenes of great activity, in spite of the station congestion and heavy road traffic to the speedway.

22,000 Tickets Sold.

At 10:30 Henry Martin, in charge of the ticket selling at the union station, checked up on the various booths, and found that 22,000 tickets for the shuttle trains had been sold. It was known, however, that many persons boarded the trains without tickets, climbing off other trains arriving in the station, and boarding the speedway trains without leaving the sheds.

At 11 o'clock trainmaster Patten, of the Chicago division of the Big Four, in active charge of the operation of the trains, said at that time forty-four trains had gone to the speedway. Each train consisted of eight coaches. The big jam at the station was no longer visible after about 10:30, although the steady stream of comers rapidly filled the shuttle trains. From that hour on, the trains were run out of the station as often as filled. Altogether eight trains were used in taking care of the business.

Last Year's Record Broken.

Mike Rafferty, 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 length 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 jimmied," as the railroad men expressed it. Many of the visitors criticised the union station, which was clearly inadequate to take care of such a crowd as comes to the city on a speedway day.

The "jimmying" 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

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No Room For Shuttle Trains.

At times the tracks at the station were occupied by regular and special trains, which had just arrived, and the shuttle trains were held out of the station. At just the time the crowd waiting to be taken to the speedway was at its crest, the movement of the shuttle trains was blocked. This was due not only to the presence of special trains in addition to the shuttle trains on the tracks to the speedway, but also to the congestion of trains in the sheds and at the entrances to the station.

Impatient at the delay, and fearful that other delays were to occur in the future, the crowds could not be controlled, and from 8:30 until 9:30 there was the mad rush and stampede, which, according to railroad men and police officers, was without parallel in the city.

Aside from "his hour of great confusion, turmoil and struggle, things moved satisfactorily, according to William A. Holtz, captain of city detectives, and Mark Robbins, chief of the Big Four's staff of detectives.

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