DEATH DEWANDS TAIL IN REGORD SPEEDWAY RACES

RECORDS BROKEN IN TWO MEN KILLED IN

ness Opening Races at Indianapolis Motor Track.

:43.1—Chevrolet Lowers Record for Ten Miles.

Record of First Day's Races at Speedway

Crowd-16,000. Crowd—16,000. Silled — William Bourque Holcomb. from Springfield. driver and mechanician in Knox car 8. Injured-Harry Jackson. Mich., driver of Jackson 53, overcome by heat and strain; not serious. ter Sterrett, Indianapolis, National mechanician, anrained ankie: not seri-

FIRST AUTO EVENTS CRASH ON SPEEDWAY

Thousand People Wit- William Bourque and His Mechanician, Harry Holcomb, Hurled to Death Through Fence.

OLDFIELD SETS A NEW MARK FATALITY IN LONG EVENT

Makes Mile From Flying Start in Auto Racers Meet Accident When 250-Mile Contest Is More Than

Half Finished.

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

The accident occurred just above the bridge, 250 yards away from the judges. stand, during the fifty-eighth lap of the

Record of First Day's Races at Speedway

Crowd—18,000.

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

Injured—Harry House of Jackson, Mich., driver of Jackson 58, overcome by heat and strain; not serious. Walter Sterrett, Indianapolis, National mechanician, sprained ankle; not serious; sustained in jumping from moving car.

Records Broken—One mile, by Barney Oldfield in Benz; time, :48.1; former record held by Webb Jay, 48.2. Tenmile record broken by Chevrolet in Bulck; time, 8:56.4; former record held by Barney Oldfield, made October, 1904, at Empire City track, of 9:12.

Winners of yesterday's Speedway events:

Event 1—Schwitzer won five-mile stripped chassis cars in Class 4, 161 to 280 cubic inches piston displacement; time of 5:18.4; he drove Stoddard-Dayton No. 19. Wright, Stod-

dard-Dayton 18, second. De Witt, Buick 30, third.

Event 2—Chevrolet, in Buick 34, wonthe ten miles for stripped chassis cars in Class 3, 281 to 800 cubic inches piston displacement; time, 8:56.4. Strang, in Buick 33, second. Burman, in Buick 32, third.

Event 8—Bourque, in Knox 3, won the five miles for stripped chassis cars in Class 2, 301 to 450 piston displacement; time, 4:45.5. Burman, in Bulck 35, won second, and Chevrolet, in Buick 37, third.

Event 4—Harroun, in Marmon 15, won the ten-mile free-for-all in time of 8:22%. Lynch, in Jackson 51, second, and Aitken, in National 8, third.

Event 8—Burman, in Buick 85, won the 250-mile race for cars of 801 to 450 cubic inches pisten displacement, in time of 4:88:57.4. Clemens, in Steddard-Dayton 61, second, and Morz, in National 7, third.

BY P. P. WILLIS.

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

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

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

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

Holcomb Was Killed Instantly, ...

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

Attorney George Mull was near, as were a number of people who sat in touring cars near by. In one of the nearest cars was M. A. Tuttle and A. Striegal of Chicago. These men, with Weaver, were about the first to reach the injured men. The rescuers broke through the fence and pulled. Bourque from under the machine. Militiamen and policemen ran to the spot and the soldiers unslung their canteens. Water was poured down the throats of the vice time. Bourque seemed to revenith the soldiers unslung their canteens. Water was poured down the throats of the vice time. Bourque seemed to revenith the s

The men were hurried to the emergency hespital in the ambulances in charge of Drs. L. H. Maxwell, A. F. Weyerbacher and Fred Meyer. Mrs. Ola M. Slaughter and Miss J. E. Hunt, nurses, were ready for work at the hospital. Bourque was hurried to the operating table and the

BY P. P. WILLIS.

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

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

Barney Oldfield in his big German car, the Benz, beat the world's record for a

mile when he drove the powerful monster of steel a mile, making the distance in :48.1. This is better than the record

held by Webb Jay, :48.2.

The other world's record went begging in the second event, a ten-mile race, when Chevrolet drove his Buick No. 84 the distance in the time of 8:56.4. This beats the mark held by Oldfield, of 9.12, made in 1904 at Empire City track.

Races America's Greatest.

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

Races Prove Big Success.

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

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

for work at the hospital. Bourque was hurried to the operating table and the physicians started to work on his skull. He had sustained several broken ribs, however, and these had penetrated his right lung. The blood was pouring into the lung at such a rate that the driver drowned, as the physicians termed it, in his own blood.

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

Patrolman a . Witness.

Special Patrolman John Weaver, who occupied post No. 12, on the fence about 150 feet from the scene of the accident, was watching Bourque's car at the time it crashed into the ditch and fence. An uncovered ditch about two and one-half feet deep bordered the outer edge of the track where the fatalities occurred. At several points in the track opposite and above the ditch holes had been worn. Chevrolet and Burman found that their cars were inclined to skid at this point in the track and they hugged close to the inside when they passed it.

"I was watching the car," said Patrolman Weaver, "and I saw the driver look

"I was watching the car," said Patrolman Weaver, "and I saw the driver look back. It seemed that his car was unsteady. When he looked back he turned his wheel and the car shot into the ditch, turning turtle and landing against the fence. The two men were hurled aside. It was so sudden that I do not know which was which, but one of the men

the other landed under the car. Both axles were torn from the machine, one wheel went flying into the track, together with a shoe of one of the men. One of the axles was thrown toward the ditch."

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

From the inside.

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

Bodies Badly Mangled.

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

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

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

Five Enter First Race.

Five cars were nosed to the tape in the first event. It was the five-mile race for cars of cubic inch displacement of from 161 to 230. The first lap of two and one-half miles ended with Schwitzer, in Stoddard-Dayton No. 19, first; Wright, in Stoddard-Dayton No. 18, second, and De Witt, in Buick No. 30, third. The second and deciding lap gave Schwifter the race in the time of 5:13:4. Wright came second and De Witt third.

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

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

. Second Race Breaks Record.

The crowd had swelled in numbers and crown in enthusiasts when the second race was the ten-enter species for a past and that he fish receives poletone diagna meseral Digital rest 1000 The state of the s get dil 1200

come The two paint water being on the The ather is now order to the first beautiful to the contract of the contract actes were torn from the district which went fixing into the troth, togel in the axies was thrown toward the dife parat Metralf, mounted on his grad trover and a squad of policemen trapt he penter and a large squad of spidiors kent he people from crewaing on to the track

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old and Holoomb was 22 years old.

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

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

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

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

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Second Race Breaks Record.

The crowd had swelled in numbers and grown in enthusiasm when the second race was started. It was the ten-mile race for cars of 231 to 300 cubic inches piston displacement. Eight cars shot forth their thundering noises and hot flames and smoke as the alert pilots bent over the machines and urged them forward from the bridge, sending them on some would be knockers from using the running start past the judges stand two coincidents as evidence that the Tinker and Chevrolet prossed the wire rack is not good. There are many ruts

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Tinker and Chevrolet crossed the wire

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

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

Second Lap of Race.

The second lap ended: Chevrolet with big lead, Strang, Burman, Stillman, Rarroun and Steity. The third lap ended: Chevrolet lapped Steity and led by a big lead in the same order as the second lap. The fourth and last lap gave Chevrolet the race with time of 8:56:4, breaking a world's record held by Barney Oldfield of 9:12 made at Empire City track in October, 1904. Strang came second and Burber, 1904. Strang came second and Bur-

Wins Before Fatal Accident.

man third.

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

The five-mile race for cars of piston displacement between 801 and 450 cubic inches lured a classy field of drivers and machines. The appetite of the crowds was just beginning to be whetted to the right pitch. Nine entered the arena. The sixteen big siren horns, run by electricity, were ready for service and called the drivers from their garages for this event by a series of long drawn-out and flerce shricks. A running start was tried. It proved a failure. Chevrolet was given used in con-the pole because he stopped at once on the signal from Wagner. Two cars did not a wallow flow and snun entirely

1st. Stoddard-Dayton... Stoddard-Dayton... 2d. 3d. Buick.

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The five-mile race for cars of piston displacement between 801 and 450 cubic inches lured a classy field of drivers and machines. The appetite of the crowds was just beginning to be whetted to the right pitch. Nine entered the arena. The sixteen big siren horns, run by electricity, were ready for service and called the drivers from their garages for this event by a series of long drawn-out and fierce shricks. A running start was tried. ns. Nonceof included Dra. Maxwell, A. er, and Mrs. J. E. Hunt, g other work, he Speedway be formed. flerce shricks. A running start was tried. ned by Flaner by the A. It proved a failure. Chevrolet was given used in con- the pole because he stopped at once on the signal from Wagner. Two cars did not Tires a heed the yellow flag and spun entirely imeness disround the course. Three Buicks lined up rs it was reto the pole abreast. The others, purring and sputtering, hedged in, making a formidable file of motor cannon to be ospital that otorcycle exeek and who touched off like dynamite and sent into list Hospital, ned that he the space to explode records. At the Spee Two Stoddard-Daytons arrived in line too late to get in the first mile and were started directly behind the others. Wagsaid I was nd I will fix this equipment ner said he thought that would be a lesson for the remainder of the meet. out at that the man say 43 1-10 second Wagner Teaches Lesson. now on The first lap gave the drivers in this order: Burman, Buick, No. 35; Bourque, Knox, No. 3; Miller, stoddard-Dayton, No. 21; Chevrolet, Buick, No. 37; Strang, TRACK. over five secon to Minimize Bulck, No. 36; Lynch, Jackson, No. 52; Ellis, Jackson, No. 53; De Hymel, Stoddard-Dayton, No. 20. Clements in Stodthe number Firesto vas noised on dard-Dayton No. 61 dropped out because of engine trouble in the first lap. ts in the 250second lap, the final one gave victory to Bourque in his Knox No. 3 with time of for about an 4:45 1-5. Second place went to Burman and third place to Chevrolet, covered the It was a hard race, especially near the n almost imfinish, when Bourque and Burman fought was with America's Lar hard for the advantage, Bourque win-ning by a narrow streak of daylight be-tween the rear of his flying monster and nd faces were (Q) Exclusive Tire Ma front of the the nose of the rushing Buick.
The others finished in the following order: Strang, Miller, Lynch and Ellis. It was a cause for wonder that "Brave" Miller did not win this race, but his machine did not seem to be fulfilling his judges' stand ainder of the that was not entire afternamious comcommands. ectators. For time, 4:10:27.2; 61, Stoddard-Dayton, C will be olled ents, time, 4:19:00.5; 6, National, Kind indianapolis Cleans Up. time, 4:25:16. End of 250 Miles Burman, 57.4; Clements, time, 4:46:1.8; ot near any It was the fourth event that brought his fatal acadditional fame home to two Indianapolis motor camps. This race of ten miles, a 4:38:57.4; Clei ly be blamed free-for-all handicap, was won by Har-roundin a Marmon, No. 15, in time of 8:22 1/2. Second place went to Lynch, driving Jackson, No. 51, and third place to Mers in a National, No. 8. The first Kincaid, in National No. 6, lost his cians and atoline tank in his last lap, thus keeping his body and from getting third place. rack, several and the dust f a firing line CLEMENS GUEST AT BANQUET and third cars are indianapolis made ma-chines. Fourteen cars started in this he danger of Driver Wins Praise for Work in 250heir lives on ovent. o do all that The handicaps were as follows: For wounded and cars 51 Jackson, 15 Marmon, 18 Stoddard-A banquet for Stoddard-Dayton ag Dayton, 16 Marmon and 14 Marion, 1:45. and others connected with this Ohio a For cars 52 Jackson and 20 Stoddard-Dayton, 1:80. For cars 2 Apperson, 22 Stoddard-Dayton and 30 Buick 40. For mobile concern was held last night SPLAY. the Denison Watel About seventy

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Stable C. Deptie and W. Buckle or care i Kaca I Leavey i National III Buten If Buten and M Steams, 10 The cotracts is the race and their numtime a mean Aprenda McColla: (Keon Denison, i Lozier, Heima, I National, Mera,); Marion Tinker; is Marmon Suliman; is Marmon Keeme; is Stoddard Dayton, Wright 16 Stoddard Dayton, De Haymel; ust inside of tents motor car 22 Stoddard-Dayton, Miller: 30 Buick, De. Witt, 35 Buick, Burman; 37 Buick, Chevo Williathe Aprolet; 51 Jackson, Lynch; 52 Jackson, Ellis,

and 66 Stearns, Ford The order in which the cars finished the first lap of 214 miles, according to their numbers, was 18, 83, 52, 18, 3, 22.

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The race was won by Burman in his Buick 35 in time of 4:38:57.4. Second went to Clemens in Stoddard-Dayton No. 61 in time of 4:46:01.8. Third went to Merz in National No. 7 in time of 4.57:09.7.

The progress of the race follows:

Order of care at the end of fifty miles-Parman Cherroldt time 45 54, 25 Buick, Burman, Chee 47, 96, 1, 24, Buick, Strang, the credit Al the real of the man of the second of the 11mm 41 45 1 Mark Same A the end of 120 modes at the part of the contract of the cont and the second 1 2 2 1 2 2 as Bad of the man faire. He was THE AMERICAN SECTION OF THE PARTY OF THE PAR

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Races With One Eye Open After Stone Breaks "Goggles. "Talk about nerve," said George Dick

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The progress of the race follows:

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

At the end of 100 miles—87, Buick, Chevrolet, Time 1:32:18.9; 35, Buick, Burman, time 1:37:31.5; 7, National, Merz, time 1:38:11.7.

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

At End of 200 Miles Buick, Burman, tulated by \$12.47.8 61. Stoddard-Dayton, Claments, accident, he cheerfully called out; of my lamps is out of commission."

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

and for title fartheties as well as the hame and 我八曲 famous of manufactual time than a difference of the teleteit. The race was won by Rutman in his WOOTE new Bush is in time of A 14 LT 4 Record wert netf. Min to Clamena in Stondard-Dayton No. 41 th two years time of 446.01.8. Third went to Merz in National No. 7 in time of 4.57.05 7. The progress of the race follows:

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At End of 200 Miles 25, Buick, Burman, time, 3:24:18.4: 53, Jackson, House, time, event such time, 3:52:04.5.

At End of 225 Miles 35, Buick, Burman,

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"Talk about serve" said George Dick son, team manager of the National squad 'weil I guese Johnnie Aitken Eure de serves a medal." This remark was made after the nervy Indianapolis pilot pulled in his hig throbbing, purring, sputtering monster of speed after the second race While half way round the course in the first lap a stone flew up and struck the driver's left goggle glass, breaking it and slightly injuring his eye.

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

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40 TITO DECOTION The first lap gave the drivers in this order: Burman, Buick, No. 35; Bourque, Knox, No. 3; Miller, stoddard-Dayton, No. 21; Chevrolet, Buick, No. 37; Strang, Buick, No. 36; Lynch, Jackson, No. 52; Ellis, Jackson, No. 53; De Hymel, Stoddard-Dayton, No. 20. Clements in Stoddard-Dayton, No. 20. dard-Dayton No. 61 dropped out because of engine trouble in the first lap. second lap, the final one, gave victory to Bourque in his Knox No. 3 with time of 4:45 1-5. Second place went to Burman and third place to Chevrolet. It was a hard race, especially near the finish, when Bourque and Burman fought hard for the advantage, Bourque winning by a narrow streak of daylight be-tween the rear of his flying monster and the nose of the rushing Buick. The others finished in the following order: Strang, Miller, Lynch and Ellis. It was a cause for wonder that "Brave" Miller did not win this race, but his machine did not seem to be fulfilling his commands. time, 4:10:27.2; 61, Stoddard-Dayton, Clem-Indianapolis Cleans Up. It was the fourth event that brought additional fame home to two Indianapolis motor camps. This race of ten miles, a free-for-all handicap, was won by Har-roun in a Marmon, No. 15, in time of 8:22½. Second place went to Lynch, driving Jackson, No. 51, and third place to Merz in a Mational, No. 8. The first 8:22 1/2. and third cars are Indianapolis made ma-chines. Fourteen cars started in this at The handicaps were as follows: cars 51 Jackson, 15 Marmon, 118 Stoddard-Dayton, 16 Marmon and 14 Marion, 1:45. For cars 52 Jackson and 20 Stoddard-Dayton, 1:30. For cars 2 Apperson, 22 Stoddard-Dayton and 30 Buick, :40. cars 4 Knox, 5 Lozier, 8 National, 35 Buick, 37 Buick and 66 Stearns, :20. The entrants in the race and their num-2 Apperson, McCulla; 4 Knox, Denison; 5 Lozier, Heina; 8 National, Merz; 14 Marion, Tinker; 15 Marmon, Stillman; 16 Marmon, Keene; 18 Stoddard - Dayton, Wright; 20 Stoddard - Dayton, De Haymel; 22 Stoddard - Dayton, Miller; 30! Buick, De Witt; 35 Buick, Burman; 37 Buick, Chevrolet; 51 Jackson, Lynch; 52 Jackson, Ellis, and 66 Stearns, Ford. ng The order in which the cars finished the first lap of 2% miles, according to their numbers 15, 4, 37, 8, 5, 35, 20 and 66. d-W. The order for the second lap, showing shifts in position. was 15, 52, 52, 18, 22, 2, 27, 16, 8, 8, 4, 35 and 64 · br The order for the third lap was 15, 52, 53 5, 37, 22, 18, 5, 85, 2, 16, 15 and 66
The order for the final lap was 15, 52, s irranning a gaining race all the time; The last race of the day, the his mile event, was the gring of the his opening skill told in the long run and the Stod-dard Dayton carried him to victory. To the Speedway. Not a count remains the mind of the most skeptic but

over five seconds.

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"America's Largest Exclusive Tire Makers"

ents, time, 4:19:00.5; 6, National, Kincaid, time, 4:25:16. Miles-Burman, At End of 250 4:38:57.4; Clements, 250 time, 4:46:1.8; Merz, time, 4:57:9.7.

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

CLEMENS GUEST AT BANQUET.

Driver Wins Praise for Work in 250-Mile Race. A banquet for Stoddard-Dayton agents

and others connected with this Ohio automobile concern was held last night at About seventy-five the Denison Hotel. were present. Aside from the feast and merry making, speeches, and other fes-He v tivities, congratulations were showered on the Stoddard-Dayton drivers who made such an excellent showing in the races;

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

Clemens started the 250-mile race like a man going on a joy ride. With his feet cocked up on the "dashboard" and leaning leisurely back against the seat, he played his hand with care and case, while others can circles all around him early in the race But Clemens plugged away. He knew that it was a long contest. His

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EV worked side by side when possible. When reco Two Men Killed in out testing cars as youths they ran races perr and over the secluded country roads, and thus trained one another for the bigger battime Gold lue' Crash on Speedway 1909 tles of speed like the one yesterday at the Cha the Speedway. Chrl Denison became almost frantic when the ambulance passed by him and he real-Ben: was Flat ized that Bourque had fallen victim to ew's CONCLUDED FROM PAGE ONE. Bulc a fatal accident. At: times he would groan disand simply stage before him in anguish. Ev cers Then he would start and declare that he 1, t rake much worse than the one which Bourque would never race again. He was given atday. red'' tention by the physicians and friends took him away from the track until he could recover from the first dreadful ran into when he turned around to look App that behind his car. the App The front tire of De Rosier's wheel me off throwing the rider to the Kno and Lozi coops shock. ground, and although it was at first Nati thei**r** [thought his accident was fatal, he is im-Nati STRANG'S CAR CATCHES FIRE. proving. Nati d at Mar Re-Enters Race After Extinguisher is y at Stod CORONER HOLDS AUTOPSY. ding Brought to His Ald. Stod oint Flat Examines Body of Mechanician Run Over A spectacular incident happened in the dnee Bulc ford. Tuesday. 250-mile race after Strang, in Buick No. Buic the Buid An autopsy held on the body of Clifford 36, had completed his thirty-sixth lap war Mar Litterall, the Dayton (O.) mechanician and had traveled ninety miles. Mar Mar y in who died at 3 o'clock yesterday morning As soon as he hove in sight on the wing far curve, it was noticed above the cloud EV at the Methodist Hospital, showed yesterhich 161 of dust that an unusual amount of fire day that the man's broken ribs had penength 📗 was shooting from his red-hot machine. Stoc nlles trated his lungs and the viscera on the When he came near the attendants pit, Stoc the alongside the track, near the main grand Bui right side of the dorsal spine had been Bul stand, he signaled the men to aid him. nued The autopsy was held by Coro-Veli All teams have their own code of sig-'red' ner Blackwell, Dr. H. R. Allen and others, Jacl nals, and the men instantly pulled into the who were surprised that the man lived E service a fire extinguisher. back as long as he did. Litteral came to In-Clas Several minutes were consumed in this Masdianapolis for the races and after jumpoperation and other drivers who were not Kno ping ing out of an automobile on North Capitol in this particular event rushed to the Loz ving avenue Tuesday was run over by a maald of the troubled crew and helped. No. guns York chine that was following.: Litterall's death For this reason, when Strang was ready Sto Chr was due to the crushing injuries he reto resume the contest some of the officials lling Ben celved across the chest when the marefused to let him enter. This aggra-L,ee chine ran over him. The body will be vated the eager and excited driver and and Bui sent to Dayton, it is understood, early he protested in a frantic manner to be , the Cha this morning. permitted to get back into the fray. We He and Fia begged and finally he was given permisand E DRIVER COLLAPSES IN CAR. cap With a cry of delight he leaped into Apr the seat behind the wheel and soon had Fred Ellis and His Mechanician Over-App his swift car's wheels spinning, and his this come While Leading. Kne long red cap banner floating in the wind. hold Loz Driver Fred Ellis of Jackson, Mich., He made an excellent gain on his their Nat rivals, but the lead was too great for and A. J. House, also of Jackson, his ning. Nat him to overcome. Nat the mechanician, collapsed after they came Pem-Ma to a stop for a time in the 250-mile race Ma CHEVROLET QUITS RACE. but yesterday. Both men were at work on Ma Ma Driver Becomes Blinded After His Gogg to their Jackson machine at the time and rther Ma gles Are Broken, fell to the ground. Ellis was the first to Ma the Soon after the Bourque accident in the Sto drop. House dropped later and was taken blue' Hio first to the Jackson garage. Ellis, un-250-mile race, a shock of fear and sushad conscious, was carried to the emergency n the pense was sent through the crowds when Ch hospital, where he was attended by Dr. H. R. Allen, Dr. L. H. Maxwell and other ot of Be Chevrolet, who had been making such a Pe sensational and sustained race, was seen lynaphysicians. to stop on the far side of the track from the main grand stand. Soon he While Ellis was being troated, House aused Bu

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Mrs. Ellis, wife of the driver, and a bride of but a short time, learning that goggles Flat rear | broke and fell in his lap. He was try Œv ing to get them replaced, with the aid place nard hie mechanician, when he became her husband had been taken to the hosblinded and the sun's hot rays on the glistening white track did the rest. He Jen. Mari Mari tary pital. hurried there with a. When she saw her husband lying on the Mari reen was soon able to see and then devoted table, with the physicians bending over Mari the his attention to expressing his sorrow Mari him, she nearly collapsed and sobbed s in over not being able to finish the race. Buic bitterly. She made her way to his side ries At one time he was five laps ahead of the entire caravan of speeding machines. Buic and and caressed him fondly: Bystanders, in-Buic cluding the physicians, did their best to arm calm her and assure her that her husittle WATCHES HIS SON RACE. CR band's condition was not serious. the Ellis was given stimulants and of Patrolman on Duty at Speedway Inter-He regained his senses while nts, revived. his wife was bending over him and spoke ope. ested in Grueling Contest. to her assuring her that he was all right. Charles Merz, the Indianapolis She smiled then into his face and held his Arm man who drove a National car in the hand until he was taken from the table. over 250-mile race at the Speedway yester-Ellis's right hand was badly blistered from his long hold on the vibrating wheel day, is a son of Patrolman Charles Merz, 1517 South Alabama street, a veteran of t, he of his machine and his attempt to crank C. lue" his machine so that he and his mechanithe Indianapolis police force. The fa-ther was one of the spectators in the The faarm the cian could get back into the race after and city The driver's eyes were filled their stop. grand stand throughout the racing. britrolman Merz was assigned to duty at with dust and it was necessary for the flag Inphysicians to pick the sand and gravel the Speedway grounds. He could not help litia mile The small stones on the but follow the movements of his son in out of them. ners. pro track had a habit yesterday of breaking his spitting, sputtering, roaring demon of that through the goggles worn by the drivers thro speed as the young man spun around the head track. The younger Merz is but 21 years of age and was the youngest driver in and mechanicians. As soon as he repoli gained his senses Ellis begged that someregifine won thing be applied to his eyes, as they were the race. After the accident, which resulted in hurting him intensely. Ice was applied. ly of mai Bos-Immediately he gave a sigh of relief. the death of Driver Bourque and his mechgive anician, Holcomb, it was with an anx-At the time he dropped out of the race endflag Ellis and his companion, were two laps lous face that the father watched his son had ure ahead of the other competitors. whirl by. He kept tab on the young man's the gov thought he had it won and was disconmovements with the watch, and when his vancerted because of his failure to finish. who son slowed down and stopped on his last viped Ellis and his companion had gone 220 lap, minus a gasoline tank, it was with mingled relief and regret that the father road NA olue' miles. heard that his son had dropped out of 'If we had not had to crank our motor," that sald House, the mechanician, "we would the race. was have won that race.' Kn iving OFFICIALS IN DISPUTE cord-DENISON IS GRIEF STRICKEN. oires. A dispute arose over the time of the ecidthird driver in the 250-mile race between Bourque's Comrade Overcome When He ver aign the officials. Frank Trego of Kn Learns of Fatal Accident. the kept the scores and because of some mis-Few of the thousands of spectators at understanding one of the men helping RS. the Speedway races yesterday afternoon Bos

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DENISON IS GRIEF STRICKEN.

Bourque's Comrade Overcome When He ign | Learns of Fatal Accident. Few of the thousands of spectators at

the Speedway races yesterday afternoon were aware of how the news of William Bourque's fate was received by his roommate and life-long chum, Al Denison.
Denison is another Knox driver and had been the "crony" of Bourque for years, both entering the Knox factory at the bottom many years ago. They roomed together and, as Denfson between sobs and groans declared; had taught each other all they knew about autos and race driv-At Springfield these two men are reported to have lived together like broth-

inois ers and, unlike many drivers of the same cars, did not have a feeling of enmity between them. During their apprentice days and later

when they became testers they always

onstipation FREE

are of unripe or over-ripe fruit; germ-laden importance still is to warn people to keep AYS.

and county physicians publish their annual

Those who have perer yet seed DR. would like to make a test of it before harles in the regular way from their draggist, can obtain a FREE SAMPLE BOTTLE either for throffsives for any member of their funding by modific name and address to the destar will be spel to prote because from all charges probabilities Albert II the new property Cantonia empiredad From title bester WEDE AD THE B 4 +--1

OFFICIALS IN DISPUTE.

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

The acident that cost the lives of

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

W. P. Pepperson of this city will most

probably enter the races, today at the Speedway. He will drive a Buick and has never been around the course once in practice, SUCCESS.

TIRES CONTINUE Aid in Victories in High Speed Events

and Stand Supreme Durability Tests. The continued success of Michelin tires

in every form of road and track contests recalls their large number of victories te-The list includes first and third manos in the 196-mile Depart Motor Club egorb was mad race on July 8, the 1Mmiles track recent of Columbia O. on July I the elementer, the mile and the free for all at the annual most at Wildwood. M. J. alon on July C. and the foresty-fine. metro constitue de mismo propositi de Montebal of the State of State Epite B physical Lett. Martin and the first and the first and the The state of the s Danie 18 sept 18 f. a fact of page Camping ACLES SERVICE & LICEL SHOWER BUILDING AND LICELY AND ADDRESS. Courselle mont divin glanden ever fiver

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