

CROWD OF 100,000 AT THE SPEEDWAY

Grandstands and Bleachers Filled, While Course Is Lined with Spectators.

RUSH BEGINS AT DAYLIGHT

Track Guards Comb Inclosure for Fence Climbers—Bleachers Fill Early—Roads Hung with Dust.

(Special to The Indianapolis News.)
INDIANAPOLIS MOTOR SPEEDWAY, May 20.—One hundred thousand people saw the five-hundred-mile race at the motor speedway today. This was the estimate placed at noon by the speedway management on the throng in grand stand, bleacher and field.

The entire course was lined with spectators. The big crowds swayed when alarmed by an accident rumor or the swerving of the rapidly moving cars. The crowd rose as one man when Greiner's car was seen to plunge from the track in the backstretch.

Motor mad America, and not a few mad ones from other shores, began knocking at the outer gates of the speedway at daybreak, and the most wonderful procession of speed devotees ever seen in the middle west began moving in to see forty of the swiftest engines ever built race for money and honor.

The day at the speedway began before the stars went to sleep. Long before light came in the east, Captain W. P. Carpenter, commanding a battalion of speedway guards, marshaled his forces and formed in a line that stretched across the tract.

Covered Every Inch

The men were then commanded to march and comb the grounds of every nonticketed occupant. The soldiers found boys and men who had, during the night, scaled the fences and had hidden in tree-tops in order to see the big race. Not a few of the stowaways in the branches produced admission dollars and were permitted to remain. Others sorrowfully marched to the gates, but not until they were offering to bet with the guards that they would be in again—and without pay. Many a sympathetic automobile carried longing youngsters into the speedway inclosure this morning.

The rush from the city to the race course began with the dawn and when the gates were opened at 6:45 there was a

ONE DEAD AND MANY INJURED

Four Cars in Thrilling Crash In Front of Main Grandstand.

WESCOTT MECHANICIAN SUFFERS SERIOUS HURTS.

HARRY KNIGHT ALSO HURT

S. P. DICKSON, OF AMPLEX NO. 44, INSTANTLY KILLED.

NUMEROUS NARROW ESCAPES

CROWD IN GRAND STAND SHUDERS AT CRASH NEAR PIT.

FIRST REPORTED MANY DEAD

Case Car Breaks Steering Gear—Hearne's Flat, Case, Apperson Jack Rabbit and Wescott Clash—One Man, Crazed by Drive, Leaps From Car and Is Hurt.

KILLED.
S. P. DICKSON, mechanician Amplex car No. 44.

INJURED.
ARTHUR GRIENER, driver Amplex car No. 44, seriously.

DAVID LEVISON, mechanician Linton car No. 34, leg broken.

TEDDY TETZLAPPY, driver Lester car

The rush from the city to the race course began with the dawn and when the gates were opened at 6:45, there was a crowd numbering several thousand jammed at the turnstiles. The women berated the men for their roughness when the rush began, but not one of the fair sex dropped out of line to avoid the crush. They stood the jostling and it is an interesting fact that the first person through each of the four turnstiles was a woman, one of them a cripple.

Scramble for Seats.

Men and women ran from the gates to the stands, although it was more than three hours until the race was to start. When the anxious early ones arrived and saw the magnitude of the grand stands and bleachers they were at a loss to choose a seat. They were bewildered, but finally planned themselves in what they regarded as advantageous places.

Automobiles bearing crowds of pennant-waving enthusiasts began kicking up the dust on the highways leading from the city as early as 5 o'clock, and by 6 o'clock all were massed with motor cars. By 7:30 o'clock not less than a thousand automobiles were packed in the reserve fields. Each motorist jockeyed for a point of vantage near the course, so as to be able to see well and use his machine as a grand stand.

Bleachers Full Before Nine.

The north bleachers were filled long before 9 o'clock, and the bleachers at the south turn had held their crowd for an hour. The rush for seats in them beginning from the moment the gates opened, the south bleachers being near the entrance and also affording a splendid view of the start of the race. The grand stands filled more deliberately, the holders of reserved seats feeling secure in their coupons. The grand stands began filling about 7:30. The crowd poured in steadily until the hour for the long grind to begin.

The magnitude of Indianapolis's endeavoring to entertain this throng was apparent to the early crowds that passed out of the city to the speedway on the special trains. Sleeping cars bearing rare goers from St. Louis, Chicago and western points were stranded in the outer yards, and the occupants of the sleepers were compelled to walk a long distance to reach street cars. Girls in sumptuous gowns, white shoes and bright hair tripped down the track. Most of them were good natured and laughed at the prattle of the passengers on the special trains.

"Drill, sweetheart, drill," shouted one joker at a silken hosed track walker, and she jovially juggled her white parasol in imitation of a drum major.

CRUSH AT UNION STATION.

Thousands Rush to Get Places on the Speedway Trains.

With a special train leaving for the Indianapolis motor speedway every ten minutes, with fifteen special trains from various directions arriving at frequent intervals, and with the regular trains coming in behind their schedules, the union

car No. 34, left broken.

TEDDY TUTTLETT, driver, suffered car No. 34 bruised.

HARRY KNIGHT, driver Westcott car No. 7, severely.

JOHN GLOVER, mechanician, Westcott car No. 7, spine injured.

L. ANDERSON, mechanician, car No. 8, run over; severely hurt.

ROBERT EVANS, mechanician, Jackson car No. 26, severely.

[Special to The Indianapolis News.]

INDIANAPOLIS MOTOR SPEEDWAY.

May 30.—One man was killed and half a dozen more or less seriously injured during the five hundred-mile race this afternoon. Death came early in the race, but the sensational accident of the day was at 1:30, when four cars were wrecked almost directly in front of the grand stand.

The only person who was seriously hurt was John Glover, mechanician for Westcott car No. 7, driven by Harry Knight, who also was hurt.

The other cars that were wrecked were Eddie Hearne's Fiat No. 18, Joe Jagerberger Case No. 8 and Little's Upperion Jack Rabbit No. 25.

That several people were not killed was a mystery to the great crowd in the grand stands.

The Case, No. 8, coming down the home stretch, carrying Jagerberger and his mechanician, L. Anderson, broke a steering knuckle and crashed into the center wall. The car rebounded to the center of the track with crushed wheels, and Anderson fell directly in the roadway.

Could Only Check Racers.

Starter Wagner made an effort to flag the racers that followed, but he could do little more than check their speed.

Harry Knight in his Westcott, who was the closest to No. 8, turned out toward the Judge's stand to avoid striking the prostrate mechanician, and his car skidded sideways at great speed.

At the pits near the south end were Little's car and Eddie Hearne's Fiat No. 18, which had stopped because of tire trouble. Knight's car crashed into them with such terrific force that both 18 and 25 were dragged along to the roadway opposite the gate.

Cars Turn Over.

The impact caused No. 7 to turn over, throwing Knight and his mechanician, John Glover, some distance. In the meantime Wagner was endangering his life in the center of the track between the flyers. However, when it was found that all the wrecked cars were free, he waved them ahead, and they were

so in imitation of a drum major.

CRUSH AT UNION STATION.

Thousands Rush to Get Places on the Speedway Trains.

With a special train leaving for the Indianapolis motor speedway every ten minutes, with fifteen special trains from various directions arriving at frequent intervals, and with the regular trains coming in behind their schedules, the union station employes had a complex problem today in handling the passenger traffic. It was believed early that a new record for the number of persons entering and leaving the station in one day was being established.

It would have been a physical impossibility for the regular union station force to handle the situation. Railroad men from the railroad offices, from clerks to master mechanics, gave up all thoughts of a holiday and were pressed into service at the station.

Early in the morning Jackson place, the train sheds and South Illinois street, from Jackson place to the train sheds, were filled with a surging mass of humanity. The first speedway trains, which began running at 6:30 a.m. and which ran every half hour to 8 o'clock, were well filled. After 8 o'clock the speedway trains, leaving every ten minutes, were not only filled, but were crowded to the limit.

Couldn't Sell Tickets Fast Enough.

A number of special ticket booths for the sale of tickets for the trip to the speedway were opened in South Illinois street. Several special ticket booths also were placed in the union station general waiting room. Every booth ticket agent had the time of his life, handing out tickets and making change. Some persons slipped through the gates and boarded trains, paying their fares on the trains. Fearful of failure to get on board, because of the dense throngs around the steps of every car, occasionally somebody tried to clamber into a train through an open side window. In most instances these efforts were thwarted by station employes and trainmen. One attempt which was successful attracted considerable attention.

Woman Boards Car by Window.

A woman was the central figure in this stirring little incident. Two men started to hoist her from the platform through the window. A man who had succeeded in getting inside among the first, saw the woman's head appear at the window and went to her assistance. There was some rapid lifting and pulling, and through the window she went. Unfortunately, in the strenuous activity she lost a shoe, this article of footwear careened from a man

troume knight with such terrible force that both it and he were dragged along in the roadway opposite the gate.

Cars Turn Over.

The impact caused No. 7 to turn over throwing Knight and his mechanician, John Glover, some distance. In the meantime Wagner was endangering his life in the center of the track conciling the drivers. However, when it was seen that all the wrecked cars were free of the course he waved them ahead, and the men were tearing around like mad trying to make up for the time lost.

Taken to Hospital.

At the hospital an examination showed that Knight was not as seriously injured as was first supposed and after being treated by the physicians he was sent to him home. Glover appeared to be the worse injured of the two and the physicians were unable to determine the exact nature of his injuries. When he had fallen on the track he was not badly hurt and after lying there for a few seconds he jumped up and limped to a place of safety.

The accident happened in the more crowded part of the course and perhaps half of the estimated attendance of 100,000 saw it. As if by common impulse the thousands of people in the stands arose and a cry of horror was heard. At first it was thought a number of people among the crowded pits had been killed.

Death and serious injury was easily found in the thirtieth mile, and again when nearly 100 miles of the race had been run.

The accident to the Amherst that resulted in the instant death of S. P. Dickson, mechanician, wrought up the crowd and when Lorier car No. 24, driven by Harry Tetzlaff, was seen to veer in front of another car the spectators

There was a crash, and the Lorier was overturned. Tetzlaff's mechanician, David Lewis, suffered a broken leg. Mr. Tetzlaff was only bruised. The car that crashed in from behind was car No. 1, was driven by Harry Lorier. The driver escaped with a slight cut.

Had Narrow Escape.

Louis Mahon and Edward Gilligan, in Poughkeepsie, New York, were driving down the home streets about 10 p.m. when both of the wheels

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ONE IS DEAD AND MANY ARE INJURED

REPAIR PITS SWARMING WITH BUSY MOTOR MEN

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Tetzlaff's car burst a rear tire. This caused his machine to swerve into Disbrow's car, overtaking the Lozier and causing the Pope-Hartford to spin around several times on the track until it stopped near the pole. The Lozier also stopped near the pole and men dragged the cars out of the way of the other racers that were thundering down the course.

At the hospital where Lewis was taken an examination showed that his leg was broken. Tetzlaff was only shaken up. S. P. Dickson, mechanician for Arthur Greiner, driver of Amplex' car No. 11, was the first victim of the race. Shortly after the thirtieth mile, Greiner was sweeping around the back stretch when both rear tires exploded, wrecking the car. Dickson was instantly killed. Greiner was seriously injured.

Greiner is a millionaire driver from Chicago, who came here and volunteered his services to the Amplex people, following the wreck of the Amplex' car No. 12, several days ago, in which Joe Moran, was injured.

Taken to the Hospital.

The ambulance was sent across the field and Greiner and the body of Dickson were taken to the hospital. After an examination it was said that Greiner had a fracture of the skull and a broken arm.

The machine left the track and turned over, Dickson being crushed beneath it and Greiner being thrown a distance of about twenty-five feet. There had been more or less concern among the racing men for a week concerning the Amplex cars. One of them, No. 12, had several accidents and was withdrawn.

Dickson Lived in Chicago

Dickson's body was badly lacerated. After Greiner had been examined in the hospital the physicians said he did not seem to be as badly injured as was first supposed. Dickson lived in Chicago and his father is Major Dickson, on the editorial staff of the Chicago Record Herald. He was twenty-four years old and unmarried. He was known as an experienced man in the racing game.

Many People Leave.

However, all jumped to places of safety when they saw Knight's car coming at them broadside. Not a few of the horro-

COOL BREEZES' GRATEFUL TO PILOTS AND MECHANICIANS.

SIX CARS FAIL TO START

[Special] to The Indianapolis News.
INDIANAPOLIS MOTOR SPEEDWAY.
May 30.—There were no happier drivers at the speedway because of the drop in temperature than the drivers who today appeared at an early hour to get their racers in order. It meant to them less danger from bursting tires and consequently greater speed. Several of the pilots who kept their racers in the pits during the night were at the gates before they were opened and the moment they got in all began overhauling their cars.

Six Fail to Qualify

S. M. Butler, the chairman of the contest board of A. A. A., gave out the official list of the eligible starters. It included forty of the original forty-six contestants. The racers that failed to qualify for various reasons were:

Falcar No. 12, F. E. Gelineau, driver, and Falcar No. 11, W. H. Pearce, driver. These cars did not even enter the elimination trials as the owners could not get them ready in time. McFarlan No. 10, Fred Clemens, driver; Vella No. 19, Arthur Schuberg, driver; Cole No. 18, John Leonard, driver, and Lozier No. 20. The Lozier was wrecked in a trial spin late yesterday evening. Herold Vandorder and George Pendell, of Brooklyn, it could not be determined, the time for the race. The wreckage was a private entrant by Dr. Chambers of McKeesport, Pa.

Repair Pits Swarming

At 7 o'clock the pits along the track edge swarmed with mechanics and the men laying out their tools where they could be snatched up in an emergency. All the drivers were busy about their cars examining every part for a possible defect. Starter Wagner was the first of the course officials to appear, and he strictly enforced the rule that no car should be permitted on the course before the race was called.

Many of the pilots and team managers had slept with their cars, fearing that their weeks of patient testing might through some mishap come to nothing when the great trial of endurance would put its strain upon the motors.

Millionaire Out Early.

One of the first cars before the pits was the Amplex, No. 11, with Arthur Greiner, young millionaire sportsman at the wheel. Greiner was perhaps the last driver to get into the race and this was due to an accident to Amplex No. 12 which was partly wrecked about a week ago, when Joe Moran, the pilot, was injured. The car was repaired and

JEWELER'S WINDOW.

Get Away With \$500 Worth
Watches and a Diamond.

To The Indiana News,
Ind., May 22, Burglars robbed
the window of Barber & Knight,
jewelry store of \$500 worth of
gold and diamonds. They
and escaped before
police arrived.

HURT IN SMASHUP

**Uncertainties
Motors.**

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TRAJ NAND TROLLEY BEAR IN THOUSANDS

Continued from Page One.

ing punctures and making adjustments and repairs. The downtown streets were turned into a temporary garage for the parking of cars that could not find room in the public garages. Illinois street, from the Union station to Tenth street, was almost a solid line of automobiles. Cars were packed in Capitol avenue, along the statehouse grounds, and from New York to Walnut streets. Washington street, from Illinois street to Capitol avenue, was an improvised parking space, and Monument place, around the monument, was filled with cars.

Many drivers slept in their cars during the night, not because they were unable to find beds, but to protect their cars. The police gave the best protection possible, patrolling the downtown streets rigidly.

In Washington street, between Illinois street and Capitol avenue, cars were parked from West Virginia, Illinois, Ohio, Kentucky, Wisconsin, Michigan, Missouri, New York and Pennsylvania, besides numerous machines from various parts of Indiana, which came yesterday and last night to be in time for the race.

Other Cities Jammed.

Reports from Indiana towns near Indianapolis are to the effect that all available hotel accommodations were taken by persons bound for Indianapolis. A Shellyville hotel reported it had every available room taken by persons coming to the race.

At Columbus and many other points the hotels were crowded beyond normal capacity by persons who feared they would not get accommodations in Indianapolis. Many who came for Bob Burman's speed trials yesterday went to smaller Indiana cities and towns for accommodations last night, returning to Indianapolis early this morning.

It was reported from Cambridge City that at least five hundred automobiles and numerous motorcycles had passed through that town over the National road since Sunday, bound for Indianapolis.

Abandoned Hotel Damaged by Fire.

(Special to The Indianapolis News)

BRAZIL, Ind., May 30.—The old Central hotel, in Depot street, recently vacated, but containing considerable furniture belonging to the former landlord, S. C. Milligan, was badly damaged by fire last evening. The origin of the fire is unknown. The loss is about \$1,000, fully covered by insurance.

stricken people in the grand stand evidently had enough of the race, which was only half through, and left the grounds. As it was there was a tremendous feeling of relief when it became generally known there were no lives lost in this accident. So much excitement was caused in the judges' and timers' stands that the time for the 260 miles was overlooked.

Leaps Out of Car.

The strain of the terrible grind proved too great for Bob Evans, mechanician for Jack Tower, driving a Jackson, and he jumped from the car on the back stretch. Evans was hurled heavily to the ground, but at the field hospital it was said he was not seriously hurt. He was apparently suffering from dementia.

Thrilling Escape From Injury.

The crowd again was brought to its feet by the thrilling escape from injury or death of Howard Fry, driving a Mercer, as a substitute for Bigelow. Fry's car skidded and plunged toward the repair pits across from the grandstand.

He turned it back in the middle of the track, but the car was too wild for him to handle and swerved toward the pits again. Fry then locked his brakes and the car swung fully around before it stopped. Amid a storm of cheers from the crowd Fry resumed the race.

Bob Evans Is Injured.

Another accident that added one to the list of injured, happened on the back stretch, about 2:30. Bob Evans, a roller driver in charge of Jackson No. 20, was sprinting along the stretch when he attempted to turn out for another car.

His rarer stalled and when his wheels slipped from the edge of the track, he was thrown out and an ankle was broken. With the aid of his mechanician he climbed back into the car which had come to a standstill and drove to the pits on the home stretch from where he was sent to a hospital.

Jack Tower, the regular driver, took charge of the car and completed the race.

Years of Life

A good record is usually the result of faithful service for God and man, sensible modern furniture, a good diet, exercise, etc.

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