

# SPENT HERE BY VISITORS

ESTIMATED THAT 50,000 PEOPLE  
CAME FOR MOTOR RACE.

## HOME RUSH CROWDS ROADS

It was possible today for one to order a room with bath in a downtown hotel—and get it. It was also possible for one to enjoy one's coffee and shiners in a dairy lunch at one's leisure without feeling that one was keeping somebody else out of a chair. It was also possible to obtain accommodations for an auto in a garage, but it was practically impossible, early in the morning, at least, to obtain the commodity commonly known as keg beer.

Leaving a golden trail and an odor of gasoline behind, the host of automobile enthusiasts that came for the big race at the Indianapolis motor speedway was homeward bound. Some started with the first peep of daylight. The roads leading from Indianapolis were well filled with automobiles throughout the day. But, as mentioned before, thirsty motor mad motorists appeared to have taken with them most of the city's supply of keg beer, for it was difficult to obtain that thirst-quencher until the breweries made their morning deliveries.

### Many Go to Smaller Cities.

Those who came for the race by steam and electric railroads went home at night, except for a few stragglers. Clouded skies, with threats of rain, kept most of those who came by automobile from starting home until morning. Some few started shortly after the race. Others drove to Greencastle, Knightstown, Richmond, Columbus, Shelbyville, Greencastle and other nearby cities, believing they might get better hotel accommodations for the night than were to be had in Indianapolis.

But enough motorists remained to fill the hotels beyond normal capacity, although the number of guests at the hotels was smaller than on Monday night. Every downtown hotel, however, was obliged to resort to the use of cots, and many visitors again found places in private homes.

### Big Fight for Food:

Following the race, there was one grand, simultaneous rush for food. Persons who were able financially to patronize the best hotels and cafes were delighted to be able to get a sandwich and a cup of coffee in a dairy lunch room, after elbowing and fighting their way to the steam counters. The crush in the hotels and restaurants was even greater than that of Monday night, for those who were in the city only for the day wished something to eat before they boarded trains for home. As far as could be learned, none was obliged to go home hungry, provided he waited long enough for service.

### Running it All Over.

Some of the motor-wise had reserved tables in the downtown grill rooms and restaurants and there were many merry dining parties after the race, lasting until far into the night. The race was run over again; surprise was expressed that more drivers and mechanics had not been killed and each accident that occurred was reviewed and reviewed.

The race was practically the sole topic of conversation. Occasionally, when one of the race drivers appeared in a hotel lobby or dining room, he got a mighty ovation. Drivers who did not come within the money were cheered almost as wildly as those who were among the leaders in the race.

Garages were again overflowed with the great and hundreds of automobiles found parking space in downtown streets. Many garages kept their machines to find them again there. The downtown streets were almost as badly congested as they were Monday night.

The visiting thousands left a small for-

rought to the city by the race. The visitors spent money liberally with the hotels, the garages, the thirst purveyors, the post card men, the restaurant keepers and last, but not least, with the Indianapolis motor speedway. A conservative estimate places the amount spent for speedway tickets, and hotel and garage accommodations, etc., at above \$50,000. The police, busy with the details of handling the crowd, paid no attention to illegal sales of liquor in hotels and saloons. At one hotel cafe, Monday night, waiters refused to serve mixed drinks, saying the mixing required too much precious time.

## INDIANA NEWS IN BRIEF

VINCENNES—Otto Westfall, age twelve, was drowned while swimming in a pond here. He was the son of Mr. and Mrs. John Westfall.

MT. VERNON—Charles Cox attempted to cross Macadoc creek with a team of mules and was swept down the stream by the strong current. He saved himself and his little son with difficulty.

PETERSBURG—Robert Hyneman, a farmer living near Union, ten miles west of this place, was seriously, if not fatally, injured when four horses hitched to a heavy harrow, ran away, part of the harrow passing over him.

MUNCIE—Fire of unknown origin destroyed a large frame building occupied by the Muncie Iron and Metal Company, in West Seymour street. One horse was burned. The loss is estimated at \$2,500, partially covered by insurance.

DANVILLE—The grand jury of the May term of the Hendricks circuit court has been called to meet Thursday for the purpose of investigating the killing of constable Oliver Wilhoite and Mrs. John Ballock, by James Harvey Moon last Friday morning.

SHELBYVILLE—Price & Son, of this city, will erect a new high school building in the southern part of Hancock county, the contract price being \$20,700. There were four bidders after the contract. The building will be completed within four months.

EVANSVILLE—The large sawmill of John A. Reitz & Sons, in this city, was closed to allow members of the firm and the employees to attend the funeral of Louis Anderson, a negro employee, who worked on the same job for more than forty-five years.

BLOOMINGTON—Mrs. Joseph Ward, age fifty, living northwest of here, was fatally burned while attempting to start a fire with coal oil. Smoldering coals caused a five-gallon can to explode in her hands. Enveloped in flames, she fell into the yard, where her husband extinguished the fire.

COLUMBUS—Frank Trees went to Lima, O., Tuesday to take charge of the body of his brother, Lester Trees, who was killed there by a train. The body will be taken to Farmington, Ind., for burial. Charles Boicourt, age twenty-four, was overcome by heat while in a barber shop at Hope, Bartholomew county. He had been working in the sun on his father's farm, near Hope.

JEFFERSONVILLE—On the way to the Indiana reformatory for an offense alleged to have been committed last Saturday at Orleans, Ind., Frank Stout was stopped at the county jail in Jeffersonville Monday night by order of Judge Thomas Buskirk, and taken back to Paoli. The sentence of two to fourteen years, imposed for striking Ray Trinkle with a billiard cue, will be suspended.

## INDIANA RELIGIOUS ITEMS

OAKLAND, O.—Dr. W. A. Hutchinson, for several years pastor of the Presbyterian church in this city, left yesterday for Pontoniac, Ill., where he has accepted the pastorate of the Presbyterian church.

SHELBYVILLE—Dr. James E. Montgomery, brother of Edward K. Montgomery, of this city, has tendered his resignation as pastor of the Fowler Methodist Episcopal church at Minneapolis, Minn., and will take the lecture platform.

RUSHVILLE—The twenty-first annual convention of the Connersville district Epworth leagues will be held in the Milroy M. E. church Tuesday and Wednesday, June 6 and 7. A number of workers are on the program and special music will be led by Harry Maxwell of Indianapolis.

JEFFERSONVILLE—About two hundred children were confirmed Monday by the Rt. Rev. Joseph Chartrand, bishop of the diocese of Indianapolis, at St. Augustine's Catholic church, and Tuesday about sixty more were confirmed at the German Catholic Church of St. Anthony's. At both churches large classes took their first communion Sunday.

MILTON—The Epworth League has named its cabinet for the coming term: Miss Lulu Ward, president; Mrs. Clarence Langston, first vice-president; Harry Broders, second vice-president; Miss Cora Brown, third vice-president; Miss Eunice McClung, fourth vice-president; Miss Lillian Lanty, secretary; Miss Jessie Lanty, treasurer; Miss Lulu Paucett and Miss Lillian Dugan, organists. The officers were regularly installed by the pastor, the Rev. C. H. Pinnick.

# HANDLING 50,000 AT THE SPEEDWAY

How Army of Police and Guards  
Controlled Gate Rush After  
Big Race Was Over.

## THROUGH GETS BY IN SAFETY

Three Routes to City Filled With Pen-  
nant Flying Cars—Two Hours'  
Hard Work to Clear Grounds.

Seventy-five thousand paid admissions were registered on the speedway turnstiles when the big speed farm closed its gates last night. There were several thousand passes and concession privilege tickets not included in this list, and the men in charge of the gates said thousands must have passed by them in the rush at the automobile gates. Carl G. Fisher, president of the speedway company, was sure that not less than ninety thousand people saw the big motor race yesterday. From 5 o'clock yesterday morning until as late as 5 o'clock, just before the finish of the race, there was never a time when the turnstiles were not registering the entrance of speed devotees.

### Routing the Returning Cars.

From the moment that Harpoun crossed the wire the winner, the huge crowd began its rush back to the city. An army of policemen and speedway guards held the throng in check as well as was possible in the period of excitement. Automobiles rushing through the gates were instructed to travel back to the city by three routes, some going north and circling the speedway, returning through Riverside park, others going south to the National road and turning east into the city, while the third route was by way of the Evansville bridge and Indiana Avenue. The result was that there was no serious jam in any one highway. Thousands of people lined the roads to see the long procession of automobiles return to the city. It was a fine picture, as almost every car carried speedway pennants, and all bore parties of gay motor enthusiasts.

### Accident Narrowly Averted.

The Indiana avenue bridge over Fall creek was lined with happy little negroes who had fun with each passing party, the motorists being equally jovial in receiving their salutes. Many people gathered at the east end of the Evansville bridge, expecting to see accidents there because of the short turn on an embankment. Several cars had narrow escapes, one sliding over the edge, but saving itself by the quick use of high power. Mounted policemen guarded the railroad crossings between the speedway and the city. The speedway officers gave praise to the city administration for its help in caring for the crowd.

It was 7:45 o'clock last night when the last Big Four train, bearing the police, the speedway guards and concession employees, returned to the city. This was the last train of the day. The entire crowd had been moved back to the city within two hours after the end of the race and all without accident. Two women fainted in the speedway station inclosure, and were placed in comfortable seats by railroad employees. When they reached the city they were placed in one of the baggage rooms at the union station and soon revived. One of the women was suffering from heart trouble, which was due to the excitement attending the race.

Several of the conductors on the speedway trains reported that they made three-

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MEN HURT  
AUTO RACE

KNIGHT WAS  
INJURED.

Y SENT HOME

Featured in the five-  
day motor car race  
night hospital. The  
patients vary from  
cases of a serious na-  
ture to slight injuries.  
The In-  
jured in the  
race stand in said  
hospitals. When knight  
in automobile it was  
knocked and shaken.  
The knight for Frank L.



acquaintance with a young man named George D. Prentice, who preceded him as editor of the paper.

### They Became Friends.

Prentice was four or five years older than Whittier and they became friends through their writings without ever having met. Prentice's work on the Review, a Whig paper, brought him an invitation in 1830 to come to Kentucky and write a campaign life of Henry Clay. Before leaving he recommended that Whittier take his place on the Review and that arrangement was made.

In his valedictory, Mr. Prentice said: "I can not do less than congratulate my readers on the prospect of their more familiar acquaintance with a gentleman of such powerful energies and such exalted purity and sweetness of character as my successor. I have made some enemies among those whose good opinion I value, but no rational man can ever be the enemy of Mr. Whittier."

Prentice's temporary employment in Kentucky led to his connection with the Louisville Journal, a new Whig paper, of which he was the first editor. He continued as such for many years. Whittier's connection with the National Era was from 1847 to 1860, as editorial contributor. He did his writing, chiefly literary and miscellaneous, at his home in Amesbury, Mass.

### Edited by Dr. Bailey.

The National Era was established and edited by Dr. Gamaliel Bailey, first a physician and later anti-slavery agitator and journalist. From 1834 to 1844 he published an anti-slavery paper at Cincinnati, called the Cincinnati Philanthropist. In 1844, after his office had been mobbed and gutted three times he removed to Washington and started the National Era. In 1848 that paper was besieged for three days by a mob, which was finally dispersed by an eloquent speech from the editor.

### Mrs. Stowe Offered Story.

Mrs. Harriet Beecher Stowe, then recently married to Professor Stowe, of Lane seminary, was living in Cincinnati when the mobbing of Dr. Bailey's paper occurred there. She knew him and his family and a few years later when she began the story of "Uncle Tom" she offered it to Dr. Bailey for publication. The first chapter of the story was sent to the National Era in April, 1851, and it ran in the weekly issues of the paper from June 5, 1851, till April 1, 1852.

"The Era was a struggling paper, and for the story as a serial, Mrs. Stowe received \$300. A few weeks after it ceased as a serial it was published in book form, under contract, by a Boston publisher, and the author began to receive her royalties which, in a short time, made the \$300 she received for the story from the National Era look very small."

## RUSH COUNTY CHAUTAUQUA

Special Program Will Be Given at Rushville August 6-13.

(Special to The Indianapolis News.)

RUSHVILLE, Ind., May 31.—The program for the seventh annual Rush county Chautauqua has been arranged. It will be held August 6-13. The Hinshaw Grand Opera Company, of New York city, will produce "The Bohemian Girl" and "Martha" Thursday. Lincoln McConnell, of St. Louis; Dr. Madison C. Peters, author, of New York; and Edward A. Ott, of New York, will each be here for two lectures. The Apollo Concert Company and the Chautauqua ladies' orchestra will each be here three days. A course of lectures will be given by Henrietta Coleman, of the domestic science department of Purdue university, and Grace Hemingway, who teaches the art of story telling. William Batis Sterling, who impersonates Dickens's characters, is also on the program.

Professor Christie, of Purdue university, will give two lectures, and a member of the state board of health will lecture on "Swatting the Fly."

South Bend's Oldest "Cop"

## HANDLING A CROWD OF 90,000 AT SPEEDWAY

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ty-six round trips to and from the speedway yesterday. The trains carried from ten to fourteen coaches, with engines at each end.

### Handling Crowd During Race.

Twelve hundred people were employed by the speedway management in handling yesterday's enormous crowd. President Fisher and his associates were praised for the manner in which the crowd was handled. The seating of the spectators was quickly done by an army of ushers, and the speedway guards, under Captain W. P. Carpenter, enforced every rule that was issued to insure safety. At the close of the race dozens of manufacturers and automobile agencies rushed to Fisher and his partner, James A. Allison, who were standing in the paddock, and congratulated them on the success of the undertaking.

"The greatest ever!" was the favorite expression used in complimenting the speedway management.

## POLICEMEN SAVE WOMEN.

Strong Arms and Quick Judgment Were Needed to Prevent Fatalities.

Veteran policemen, who have assisted in handling crowds in Indianapolis for many years, say the crowds at the speedway loading station at the Big Four, and that at the union station stand out in their experience as the largest and the most dangerous ever known here. That women were not trampled and injured is regarded as remarkable. Time and again, in the mad crushes in train loading a policeman would be seen to center his attention on one spot, and a moment later he would emerge, either half supporting or carrying bodily an exhausted woman. Children never could have negotiated the distance from the gates to car entrances at the speedway or union station. There were few who were accompanied by children, and those were stopped if they attempted to enter the crowds.

### Many Women Were Rescued.

Among the policemen who did the work was Sergeant Green Hagerman, conspicuous for his size, which, however, proved no greater than his good judgment. He proved a competent head for the ten veterans who were on duty at the approach to the train gates at the speedway. Compliments were showered on the big sergeant. Men whose wives were carried out of the pressing throng in the sergeant's strong arms thanked him personally. Hagerman repeatedly lifted gasping women from among struggling crowds—women who in an instant more would have been on the ground, unconscious.

Among others who did good work, each being in charge of a detail, were Sergeants Hagerty, Ray, Rowe, Streit, McCarty and White.

The city was paid by the railroad company for the services of the men at the train loading station at the speedway, which is outside the city limits. No city police were on duty inside the speedway grounds.

## SAW THE RACE ANYWAY.

Joe Moran Left Hospital in Ambulance for Speedway.

One of the most interested spectators at

## CROWD BIGGEST IN STATION'S HISTORY

Continued From Page Twelve.

were leaving pretty well on schedule time, most trains going out either carrying trailers or running in two or three sections of one car each. Practically every bit of serviceable passenger rolling stock on all the lines into this city was pressed into service.

### At Interurban Station.

The crowd, says E. B. Peck, vice-president of the Terminal company, who spent much of his time in the traction station and train sheds, was perhaps a trifle smaller than the big days of the state fair. Even at that the traffic was heavy. The figures of the stationmaster reported to Mr. Peck show that there were 122 extra "trains" into the station and 122 extras out, making a total train movement of 724 at the station during the day and night. As all cars were filled to the capacity, these figures show that the sixty thousand estimate is not far from right.

All this was handled at the terminal station without as much as a scratch of a finger or a torn dress of a woman being reported, says Mr. Peck.

On the city street car lines the traffic was unusually heavy. The Crown Hill, Fairview and Riverside park lines handled the largest crowds. Although the speedway was the big magnet which drew the people here, the day was a heavy one for traffic in other sections of the city.

### Commended by Wood.

William J. Wood, chairman of the Indiana railroad commission, has commended the interurban lines running into Indianapolis for the methods adopted in handling the thousands of persons who came to the city over the lines for the race at the speedway.

"Two members of the commission spent virtually the entire day watching the interurban cars," said Chairman Wood. "We wished to know how, on a day like that, they obeyed the recent orders of the commission, and we found them obeying them to the letter. We were particularly interested in ascertaining if any of the motormen permitted passengers in their compartments, and we found no instances where the rule against passengers in such compartments was violated."

### News Concerning Indiana.

(Special to The Indianapolis News.)

WASHINGTON, May 31.—Harry Strohm, of Kentland, Ind., a postoffice inspector, is visiting in Washington.

Three hundred residents of Jasper, Huntington, Ferdinand, Tell City, Troy and Cannelton have sent protests to Representative Cox against the parcels post bill. They contend that if congress acted favorably on the proposed legislation the small retail merchants would be ruined. Representatives Rauch and Dixon returned to Washington today from their homes in Indiana.

Representative Morrison, of Frankfort, delivered a patriotic address at the vacation lodge, Cherrysdale, Va., yesterday afternoon.

H. McKinzey has been appointed rural carrier on Route 2 at Kewanna.

## Your Nerves Need Strength

Nerves Are Tissue Same As Muscle. Give Them Food

If every cell in your blood isn't in a healthy state then what chance has the various organs of the body to properly perform their functions?