

RACES ARE OVER; BURYING VICTIMS

Funerals in Wake of the Great Speedfest in Indianapolis.

TRAGEDY CLOSES AUTO CONTESTS

Three More Victims Added to Toll of Dead on the New Speedway.

Indianapolis, Ind., Aug. 23.—The funerals of two of the victims of the tragedy at the speedway Saturday were held today. Homer Joffit, who was one of the victims caught at the fence by Merz's automobile, was buried in the village cemetery at Trafalgar, his home, and C. S. Kellum, the mechanic killed in the same accident, was buried at Kokomo, his former home. The National Motor Vehicle company, by which Kellum was employed, closed its factory today and several of the officers and employes went to Kokomo to attend the funeral.

James West, No. 841 West Merrill street, another spectator, who lost his life at the fence, will be buried tomorrow afternoon. West was an employe of the Coffin-Fletcher Packing company and leaves a widow and step-daughter.

SATURDAY'S TRAGEDY.

Indianapolis, Ind., Aug. 23.—Two persons were killed and two others per-

sons fatally injured Saturday when one of the racing automobiles at the speedway left the track and plunged into a crowd gathered near the rail. This ranks a total of five deaths which have resulted from the first meeting held on the speedway recently erected at a cost of \$400,000 and supposed to have been safe from accident.

Both of the persons killed Saturday were spectators, who were mowed down when the National machine contesting in the 300 mile event plunged off the bank near the south bleachers. Charles Merz, driver of the car, escaped serious injury, but his mechanic, Claude Kellum, was perhaps fatally injured.

There was a second accident in the race when Stillman in a Marion car skidded in the backstretch, hitting a post on the bridge at the turn. Stillman's injuries were not serious, it is reported, being confined to a cut on the back of his head. Following this accident the race was stopped.

Both Dead from Indians.

The names of the persons killed in the first accident follow:

Benjamin T. Logan, 542 Groger street, Indianapolis.

W. H. Jellif, Franklin, Ind.

The seriously injured were: Claude Kellum, mechanic; injured internally.

Henry J. Tapking, 215 North New Jersey street, Indianapolis; compound fracture and broken skull and nose.

The accident occurred shortly after the leaders had passed the 200 mile mark, just at the stage when the men were exhausted from their efforts and also when the tires had begun to feel the effects of the strain.

Tire Bursts on Curve.

Merz had been a prominent factor in the race, and at one time had been a leader. He was trying to close the gap and was going at top speed swinging into the first turn. When well into it his front right tire burst and caught the averse, which sent the car and occupants over the bank and through a wire fence, back of which were lines of spectators.

As a big scythe cuts through the grass, so did the car, and the modern

juggernaut left death in its trail. Instantly there was a rush of the thousands to the scene and frantic hands cleared away the wreck. It was discovered that Logan and Jellif had been almost instantly killed, while Kellum, the mechanic, was not expected to live an hour. Tapking also was hurried to a hospital, where it was said his injuries probably would prove fatal.

Mechanic Wedged in Wheel.

It was only by a slight chance that the mechanic was not killed outright. He was thrown directly under the car and it was with difficulty that he could be removed by rescuers.

Kellum had been on the car for only forty miles, having been substituted for "Red" Lync, who had collapsed as a result of his exertions.

Merz had come to a stop on the back stretch because of a "dead" storage battery, and Lync had to run across the infield, almost a mile, for a new battery. He was so tired and exhausted when he reached the pits that he sank to the ground. Thereupon the referee granted permission for Kellum to take his place, and he went out, probably to what will be his death.

Races Go on After Deaths.

The other contestants did not stop when the accident occurred and the track officials hastily cleared the speedway of the crowd in an endeavor to permit the race to be finished.

They had not completed the lap, however, before the second accident occurred, which caused the calling off of the race.

This was when the car driven by Stillman smashed into the fence on the back stretch.

Stillman was badly cut about the head and neck, but not seriously injured. His mechanic was not hurt.

It was at first reported in the grandstand that there had been another fatality and the temper of the crowd was much of the reason for the calling off of the race.

Merz Says Track Was Bad.

Merz says the condition of the track was the cause of the accident.

He says the heavy bar placed near the inside fence forced him to make the outside turn and run the danger of an upset. He made the following statement after recovering from the effects of the accident:

"Our outer front tire burst and hurled the car through the fence into a group of spectators. We were several feet from the fence at the time, as it had been impossible to drive close to the inside of the track because of the thick bar that had been placed there.

"I fell under the car, but by some strange streak of fortune I received hardly a scratch. Kellum, my mechanic, was hurled from the car into the crowd.

"From the way I feel now I have run my last automobile race."

Three Others All Racing Men.

The three men who died on Thursday all were members of racing crews. William Bourque, driver of the Knox car and known as one of the most daring racers in the world, was killed when his car skidded. Harry Holcomb, Bourque's mechanic, who was riding in the car with him, also was killed.

The Knox car was in second place on the fifty-eighth lap of the 250 mile race in the afternoon and was fighting to wrest the lead from Louis Chevrolet. As the Knox car approached a curve 650 feet long, going at a sixty mile an hour rate, both Bourque and Holcomb looked back. It was only for an instant, but in that instant the car skidded and upset in an uncovered drain on the outer edge of track, thought to be the only weak spot on the speedway.

Clifford Littell, a Stoddard-Dayton mechanic, died a few hours before Bourque and Holcomb were killed. He was struck Tuesday night while on his way to the speedway for a practice spin.

He had dismounted from his own car and as he was about to step around behind it another car which was attempting to pass around the Stoddard-Dayton struck him down. He was removed to a hospital.