

Two Cars Are Ditched at Speedway

WALL AGAIN SAVES SPEEDING DRIVERS

Checks Case and Amplex Cars in Mad Careers When Front Tires Blow.

PILOTS HAVE CLOSE CALL

Jagersburger and Morris Face Death for Instant in Practice on Speedway.

Two drivers, while practicing for the 500-mile race at the Speedway, faced death for an instant yesterday morning. That they did not lose their lives was due to the concrete retaining wall, and for the fifth time in the history of the track the wall has proved a life saver.

Joe Jagersburger, driving a Case car, blew a right front tire coming off the north turn into the home stretch. The car turned clear around, grazed the wall, lurched across the track, and landed right side up in the sand bed just inside the track. The momentum of the car was so great that it buried the wheels up to the hubs in the sand.

When the car left the track, a number of men at the pits rushed to the head of the stretch, expecting to find Jagersburger hurt, but to their surprise Joe was standing looking down at his car buried in the sand. One of the men questioned Jagersburger to know if he was injured; however, a smile slowly lit up his features and then he laughingly remarked, "No, but Germany almost lost another soldier." The car was only slightly damaged and will be on the track today. One casing was broken, but the car came in under its own power.

RAIN HALTS PRACTICE.

Gaston Morris, driving the Amplex No. 44, also blew a right front tire, the accident happening just as the car was entering the north turn, and it crashed into the retaining wall, ran back on the track and then hit the wall again. Morris escaped uninjured. The only damage the car sustained was a crushed right front wheel and the right rear wheel was also damaged. The car will be on the track today or tomorrow with both car and driver none the worse for the accident.

The accident of the Case happened at almost the same spot that marked Arthur Chevrolet's spill in the Speedway Saturday, and where Louis Chevrolet, just previous to the 1910 July meeting, turned over in the Buick "Bug."

Almost every driver now on the grounds spent the morning on the track in practice and kept their cars out in the afternoon until the rain put an end to the sprints.

Seven days more and the biggest motor race of the century will be staged at the Speedway, and yet the management announced last evening that the Speedway still had an abundance of good grand stand and box seats, and that they would be on sale at the Speedway office on North Capitol avenue until the day of the race. The Speedway information bureau, in charge of Will J. Dobyns, is busy every day placing the visitors who have written asking for accommodations during the race. The Speedway bureau has a number of rooms on their list, but more are needed to care for the vast throng of visitors that will come for the race.

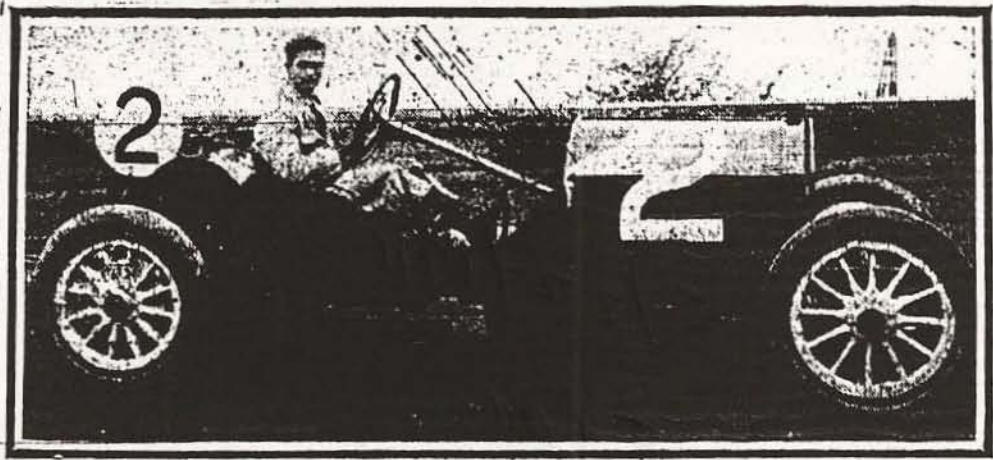
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Cleveland Motor Fans Coming 300 Strong for Speedway Race.

CLEVELAND, O., May 21.—The Cleveland Automobile Club will have a special train to the Indianapolis automobile races Memorial day. The train will leave at 9 p. m., May 29, and returning will reach Cleveland the morning of May 31. The Cleveland crowd will number more than 100 and enough reservations have been made by motorists in Akron, Youngstown, Niles, Warren and Canton to fill three cars, making up a train of six cars and a diner.

President Fred C. Wood and Secretary Fred M. Caley of the Cleveland Automobile Club made all the arrangements for the train, which will go over the Pennsylvania lines. A number of the

Dirt Track Champion Works Out for Speedway Race.



RALPH DE PALMA IN SIMPLEX.

Ralph De Palma, who will drive a Simplex with one of the biggest motors in the 500-mile race at the Speedway, was on the track yesterday getting some fast miles out of his big car.

PLANS BOUTS FOR MAY 29

AUTOMOBILE CLUB REVIVED

Dillon and Clabby to Meet—Question of Two Shows on One Night Again Arises.

Plans for holding the boxing contest originally arranged for Memorial day at Washington Park are being made by the Indianapolis Automobile Athletic Association, which expects to stage the bouts at the ball park on the night of May 29, instead of May 30. Sentiment against boxing entertainments on Memorial day caused Mayor Shank to revoke a permit which had been given the club for May 30 and the promoters now wish to put on the show on the night before Memorial day. That again brings up the question of holding two boxing shows on one night, as the Washington Athletic Club has arranged a show for the same night at Wonderland Park.

A rule against two shows on one night has been adopted by the police department. Mayor Shank says he has no objections personally to two shows on the night of May 29, because there will be so many visitors in the city for the Speedway automobile races that two shows might be held to entertain the crowds.

The Automobile Association has Jack Dillon and Jimmy Clabby, Paddy Lavin and Jack Herrick and Jack White and Joe Mander matched. The Washington Club will use Young Saylor and Matty Baldwin as its headliners. It is understood a conference will be held this afternoon to thrash the matter out. The matchmaker of the Automobile Club says Jimmy Clabby will arrive from Milwaukee Tuesday and take up his training work with Paddy Lavin and Young Saylor at Maywood. Dillon will train at his quarters on East Washington street.

When Jack Morgan of Indianapolis and Paddy Lavin of Buffalo meet tonight in a ten-round contest at the Empire, Ray Bronson will be on hand to witness the contest and will consider a match with Paddy in the event that Lavin wins, and can scale 142 pounds. Promoters are seeking a good man to meet Bronson in this city, and Ray, who has been challenged by Frank M. Cantwell in behalf of Lavin, will get a line on Cantwell's protege, who claims the welterweight title. Bronson believes that Paddy is too heavy for him to tackle, but Ray fought boxers as large as Lavin while abroad. Bronson is fast reducing the overpoundage he brought home with him and is getting down closer the lightweight figure every day.

Morgan has been in hard training with Freddie Cole for his match with Lavin, and if Cole's statement is true Paddy will enter the ring tonight in the best shape of his career. Lavin has done lots of work with Young Saylor at the Oakley Club, under the direction of Trainer Walter Owens, and the Buffalo Irishman has been trained to the minute.

Young Sweeney and Jimmy Anderson, ten rounds, Howard, Kid Wiggam and

AMERICAN SYSTEMS ADOPTED

LEAD AMONG AGRICULTURISTS

at Rome Close Estimating Method.

general assembly institute of AG-

agriculture closed the most successful meeting in its history yesterday. Forty-nine countries were represented. The American delegation took a prominent part in the discussion and won all the points they sought. The discussions were vigorous, but cordial and the final conclusions unanimous.

The assembly decided urgently to request the governments adhering to the principles of the institute to send to the institute estimates of yields and conditions pertaining to the principal crops for the three months preceding the harvest, and selected the American system, or "single numerical statement," for these reports.

The assembly also voted for the inauguration of a system of commercial and price statistics of exports and imports, recommended the Campbell system of dry farming, the organization of a permanent commission for the study of plant diseases and a department of agricultural meteorology, which probably will be modeled on the American system.

UNITED STATES LEADS.

Delegates to the assembly appeared generally to acknowledge that the United States was further advanced than any other country in all things relating to agriculture, and the American delegates expressed themselves as being impressed with the thorough and practical work of the institute. The next assembly will be held in 1912.

The bulletin of the institute just issued gives the following report:

Hungary—Damage by rain in the southwest; general condition good.

Italy and Roumania—Vegetation backward; condition good; spring sowing finished; normal.

Russia—Vegetation backward; some damage; general condition satisfactory.

United States—Probable production 5.4 per cent above last year.

Australia—Preliminary estimate wheat, 26,365,000 quintals.

New Zealand—Conditions preparatory to autumn sowing good.

Japan—Condition of wheat and barley had.

VERY SICK.

Washington Herald.

"Husband, were you really visiting a friend last night?" "I was." "And was he really sick?" "He was, and not sicker. He never won a pot."

MILK AND BUTTER BY LOAD

IS BETTER

Prof. Frank System

Improves His Profits.

The amount of milk and butterfat produced in the acre is generally speaking, the final test of profitable dairying where all feed is raised on the farm. This depends not only on eminent cows but also on raising crops that contain a maximum amount of digestible nutriment, and especially protein, which is so essential for dairy cows.

There are four different systems of cropping for dairy farms. By the first two, 180 acres of land will support the equivalent of thirty-eight and fifty-one cows, respectively. By the other two, the same farm will support the equivalent of sixty-five and two cows respectively. The first will make 991 pounds, the second 1,474 pounds, the third 2,025 pounds, and the fourth 3,150 pounds of milk to the acre.

The poorest system of cropping returns \$15.16 to the acre in milk, while the best system returns \$48.20 to the acre. The first system will give an annual return of \$2,625 from the farm and the last \$8,216, or more than three times the first.

EFFECT OF NITROGEN.

But this is not all. The net result as to nitrogen in the soil is to lose 1,900 pounds annually by the first system, to gain 110 pounds in the second, 1,250 pounds in the third, and 3,150 pounds in the last. These differences are due to the kind of crops raised and their adaptability to the feeding of dairy cows, for the cows are figured at the same natural efficiency and soil equally productive in each of the four systems. It is certainly worth while to consider crop plans that make such a difference in the returns and the maintenance of the soil.

The investigations of the department of dairy husbandry the last years show plainly that the farmer is not getting the profits he should get for the investment of time and money in milk production. There are several reasons. One is the inefficient cows, and the department has done much in investigating to show the difference in efficiency of individual cows. Another great waste is in raising crops that do not yield anything like the maximum amount of digestible nutrients to the acre that it is possible to obtain. This is especially true in regard to protein contained in the crops commonly raised on the dairy farm and so essential in the ration for dairy cows. For example, an acre of timothy hay does not contain more than one-tenth as much digestible protein as an acre of alfalfa hay.

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Phone Main 4875.

ARBOROUGH'S
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R COMPANY,
New York street.

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New Capitol Ave.

Joe Thrasher Machine
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Indianapolis Co.
and Vermont Streets.

42-750 E. Wash.
OTOR CAR CO.

DAV. 510 N. Canal Ave.
Ph 1366, 434E, 6449

Indian Motor Sales
332 North Illinois St.

UDEBAKER,
15 N. Penn. St.

Motor Car Co.
9th St. and Canal

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7th St. Both Phones.

UDEBAKER,
15 N. Penn. St.

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142 W. Market St.

Motor Car Co. The Great
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OTOR CAR CO.
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Wills Co., 113-117
Market Street.

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758, New 4758.

Motor Vehicle Co.
L. E. & W.

Phone 11007
Pennsylvania St.

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Co. Phone 16.

and Drover
15th and Big &

E. Market St.
Old Main 2432

Auto Co.

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President Fred C. Wood and Secretary Fred H. Caley of the Cleveland Automobile Club made all the arrangements for the train, which will go over the Pennsylvania lines. A number of the automobile club members expressed a desire to have a special train so that they would not have to depend upon hotel accommodations at Indianapolis. Quick responses were received from the autolists in surrounding towns, and according to present plans the train will carry probably more than 300 motor enthusiasts to the races.

The members of the party will breakfast on the diner upon reaching Indianapolis and the train will not leave until after the races, no matter what hour the event closes. Dinner will be served on the train returning. The special will make it possible for business men to attend the races and be away from their business affairs only one day. "We expect to fill six cars for the trip," said Secretary Caley tonight, "and we all look forward to a great day of racing at the Speedway. The Cleveland autolists are enthusiastic and keep a close tab on racing affairs. The special train project met with a ready response. The expense will not be so high when it is considered that members otherwise would have to pay hotel bills and spend more time away from their business. We were much surprised by the big response received from the autolists of Akron and Youngstown. They were immensely pleased with the special train idea and if weather conditions are good the train will hold close to 350 people, all eager to see the races."

NEGRO WINS LITERARY PRIZE.

Cornell Student Author of Best Essay in American Contest.

ITHACA, N. Y., May 21.—The Society of French Professors of America has awarded the Prix De Honneur for a French essay on a literary topic and a translation of a French author to James Betram Clarke, the negro student at Cornell University, whose recent article

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Young Sweeney and Jimmy An ten rounds; Howard Kid Wigga Battling Jordon and Battling F and Young Delaney, the latter two are good boxers, are on the card rounds each. There will be several round preliminaries. This is the best boxing card yet staged at the and one of the strongest fistie events ever booked for this city.

Two special cars have been chosen to carry Indianapolis rooters to on the evening of June 5, when Dillon is slated to box ten rounds the Muncie Athletic Club with (Young) Erne of Philadelphia. The on this card are being promoted by Welch and J. C. Piner, who have connection with the Magic A. C., according to a previous announcement was staging the bouts.

ALASKAN CLAIMS INV

Final Report Will Show Near Locations Canceled.

SEATTLE, Wash., May 21.—Final report has been made by the field office of the General Land Office on 700 1,100 Alaskan coal claims, and now the findings will be sent to the court in due course. The contents of the report have not been made public, but the situation may be summarized as follows: So far as known, none of the claims the various Alaskan coal fields has been found valid. In the Tanania field, locations have been canceled because application for patent was made. Cape Lisburne field, where a bluff overhangs the shore of the Arctic all but two of the locations have been canceled. The remaining 400 entries now under investigation. This case of affairs, Land Office officials say sufficient reply to the charge that government is delaying the opening of Alaska coal claims.