

INDIANA DEATHS

TERRE HAUTE, Ind.—Rice, mother of Dr. Spencer, died Sunday afternoon at her home. She arrived from California and was seventy-seven years old.

PERU, Ind., May 1.—Charles, years old, formerly a salesman, died of heart failure at his home north of Peru.

BRAZIL, Ind., May 1.—Lada, age fifty-eight, died at her home north of Clay City. She was survived by the husband, eleven step children, and an age seventy, wife of Anderson of Harmony, died Saturday. She is survived by sons and two daughters.

SOUTH BEND, Ind., May 1.—Stark, for many years a local musical circles, died in an operation, three days after he had been married. She was born in O. in 1872, and father, S. D. Stark, two years ago. Miss Stark had come to the floor of his chair in which he was. Lowrey died suddenly of a heart attack. He had just returned from this city. He was fifty-eight years old. He was born in Marshall, Mo., age eighty-one, living in South Bend. He is dead of the infirmities of old age. The death of Mr. Stark was caused by a heart attack. He was born in 1862 and had a wife and several children.

SPICELAND, Ind., May 1.—Mrs. Nancy Buck, eighty years old, died Sunday afternoon at her home. She was the widow of Frederick Buck and was survived by several children.

PURDUE STUDENTS

A. B. Leiter Struck
After Getting Off

(Special to The Indianapolis Star)
LAFAYETTE, Ind., May 1.—A. B. Leiter, of Ft. Wayne, a Purdue University student, took a leading part in the Club theatrical production of "The Day After Tomorrow" which was performed last morning in West Lafayette. He was struck by a automobile and was unconscious. He had just

TANGLING OF TONGUES THREATENS AT SPEEDWAY

REHEARSAL IN LINGUISTICS
PART OF DAILY ROUTINE.

CARPENTER BUMPING POST

"Ach, himmel," "Ma Poi," "Mamma mia"—all of which represents the sounds which may be heard around the office of the Indianapolis Motor Speedway nowadays. Word has been received that the foreign drivers who will pilot cars in the third annual five-hundred-mile international sweepstakes race, May 30, do not speak English and it will be necessary to have an interpreter for them when they arrive in Indianapolis for practice. Hence the rehearsals in linguistics which now form a regular part of the daily routine at the speedway office.

"We'll have to start a language school for speedway employees," said Theodore B. Myers, auditor of the speedway. "Since the race has become so international in character that it is attracting drivers from all over the globe, I am in favor of adopting Esperanto or some other common tongue as the official language of motordom. One thing, though, makes me feel at ease. If a foreign driver captures one of the prizes I don't believe he will have any difficulty in reading the figures on his check, and after that I should worry."

Burden on Carpenter.

Captain Carpenter, of the speedway guards, is the man upon whom most of the burden will rest. Carpenter, who has now taken up his abode at the speedway, has promised to furnish table board for the foreigners. It will be up to the captain to see that they get what they want when they want it. But how in the world will he know their demands when they

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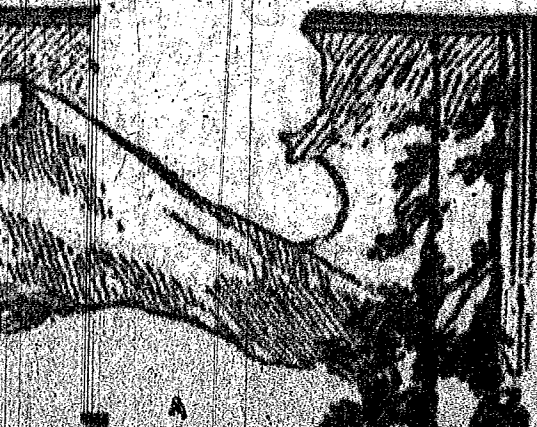
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Burden on Carpenter.

Captain Carpenter, of the speedway guards, is the man upon whom most of the burden will rest. Carpenter, who has now taken up his abode at the speedway, has promised to furnish table board for the foreigners. It will be up to the captain to see that they get what they want when they want it. But how in the world will he know their demands when they jabber at him in half a dozen languages? It is said that the captain is seriously considering the advisability of stocking the small stream which flows through the speedway grounds with frogs, and that he has called up a horticulturist to ask whether it was too late to plant macaroni and spaghetti.

Charles W. Sedwick does not hesitate in confessing that he is unable to talk with the foreigners. He says he gave up the job long ago. He will, therefore, have an interpreter as playmate the entire period the speedway races are in progress.

Paul R. Martin, general press director of the speedway, speaks French, but has declined the task of becoming official interpreter for the foreigners on the grounds, that is so busy talking English to the newspapers, that he hasn't time to camp on the trail of the Europeans. Besides, he doesn't relish the idea of brushing up on the irregular verbs during warm weather.

Could Relay It.

One suggestion has been made for handling the situation which savors of a trip around Robin Hood's barn. It has been learned that Zucarrelli, the rotund pilot of one of the Peugeot cars is an Italian, but that he also speaks French. Zucarrelli could learn the wants of the Frenchmen and make them known to Ralph De Palma, in Italian. De Palma could then translate the Italian into English, for the benefit of those in charge. Replies could be made over the same circuit. But suppose that an idea should strike a Frenchman right at the time when De Palma might be tuning up his car, would the Italian-American take kindly to the idea of breaking off in the midst of a ninety-mile an hour lap to tell Zucarrelli to tell the Frenchman that the laundry would be delivered at 1 o'clock on Tuesday afternoon?

The international language question is of more interest around the speedway than the Montenegrin affairs. It will probably be solved eventually by the employment of an interpreter who speaks French, Italian and English.

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French, Italian and English.

MOTORDOM'S LATEST

Sails for Europe.

John Yoke, formerly of this city, now with the Maxwell Motors Company, of Detroit, sailed for Europe Saturday. He plans to visit England, Germany and France in the interests of his concern.

Cole Convention Race Day.

The Cole Motor Car Company plans to hold its customary dealers' reunion and entertainment of newspaper men on the day of the next five-hundred-mile race. Sleeping quarters and other accommodations are being provided on application.

Zip Will Not Be in It.

When Disbrow reports for speedway practice it is very likely that his famous Simplex Zip will be in his stable of cars, though it has not been entered in the race, due to the fact that he will pilot a Case. Fans regret that the Zip will be absent, as it is reputed to be one of the fastest cars in the world.

His Attire Overlooked.

Some one was kidding DePalma when he last left this city that no reporters were at the station to take account of his wearing apparel, as is customary with other famous men, such as President Wilson, Andrew Carnegie, etc. Ralph Good, naturally replied that the next time he would submit a schedule to the newspapers before departing. To make amends for the recent oversight it may be stated that he wore a black, gray striped, English cut sack suit; a yellow pigskin suitcase, with shoes to match; a silk shirt, and a black derby, well down on his ears in the latest New York fashion.

No Chance for Conflict.

With the appointment by the American Automobile Association of A. L. Westgard as its official representative and pathfinder with the I. A. M. A. tour to the coast involve a conflict of authority between himself and Ray McNamara, the pilot and probable pacemaker of the venture, is an inquiry received in this office. There can be no possible interference or overlapping of their respective functions, as McNamara will be a tour official, while Westgard will be present simply as a highly honored guest. Westgard's work of charting the route laid by McNamara will be done solely in the interest of the I. A. M. A. Should he decide to place his data at the disposal of the tour it would be purely a matter of courtesy. No question as to superiority of rank, therefore, can ever arise between these two. Their functions have no connection, save, perhaps, that the observations of the one are drawn from the performances of the other.

casual information with a fountain pen on the front breadth of the ticket, sign it here and there tears off an outlying section for future reference, punches nineteen times a stamps it once for every foot. In punching it he describes the sex, height, weight, age, complexion, political and religious preference and temper of the buyer.

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traction magnate, after giving \$25,000 to finance in the Chicago two men were not Busby out of a \$25,000, and a farm in Upon their return said the affair was more than a joke, they certainly would said Busby had not deal as he expected brought criminal pr

PIG IRON ON

Prices Last Week

Mark—Furnaces

NEW YORK, Ma the down grade is touched low water are shutting down trade. Such move based on contract business is offered, failing to have a demand.

New business in light and shows a mills are still busily booked. At it was reported Ohio had placed a