

One More Entry for Speedway Event

**FIELD OF 44 CARS
IN 500-MILE RACE**

Entries Close With Addition of Another Amplex to List of Speed Creations.

RUMOR HAS BURMAN ENTERED

Speedway Management Refuses to Affirm or Deny Nomination of New Speed King.

Forty-four of the fastest automobiles ever built will make up the field which will take the starter's signal in the Indianapolis International Sweepstakes race at the Indianapolis Motor Speedway next Memorial day. This is the number announced by the management of the big brick track after the closing of the entries at midnight May 1, giving time for the late ones to reach Indianapolis in the mails yesterday. The Simplex Motor Car Company of Mishawaka was the last eleventh-hour entrant, naming another Amplex last night as a starter with Walter Jones as driver. Jones will team with W. H. Turner, who was entered in the first Amplex some time ago.

The gathering of entries for this long grueling has been the most remarkable in the annals of motor racing and there are more cars manned by famous pilots to start in this race than in any other ever promoted anywhere. The list of American crack pilots in this contest contains every great winner of the past five years, with the exception of "Slingin'" George Robertson, Louis Chevrolet, and "Wild Bill" Burman. Robertson will appear as the basement starter to Fred J. Langford. Louis Chevrolet has the game for good—he is the only great one who has not come back for this race, and Burman seems to be the only one out of it. The newly-crowned speed king is keeping his movements a mystery. No one outside reports that Burman has been entered in the race, and Indianapolis rumors support the New York story. There is an air of mystery about the attitude of the speed king.

SPEEDWAY MANAGEMENT SILENT.

It is safe to say that Burman will not pass up the chance to carry away part of the purse of \$25,000 in gold, although the management of the Speedway last night refused either to affirm or deny the report that Burman had been entered. It is known that the wires were busy between E. A. Morris, Burman's manager in New York, and the Speedway management Monday, but regardless of that Burman's entry is not to be denied. Joe Burman is to appear in the list of drivers, but he has been named the relief driver for Bruce Brown in his big flat.

What is going to happen when the great pilots get together in hard fought competition and their cars are manned by such drivers as Strang, Grant, Dawson, Harroun, Bruce-Brown, Bragg, Lytle, Aitken, Wilcox, Merle Endicott, Darrin, and Tammie is a matter of my little conjecture. The motoring man is unable to settle on definite dope, for never before have the drivers been pitted against each other in our long events.

Now that the entries are closed all of the final details for the staging of the event are being brought to a state of perfection, and long before the time for the start everything will be ready for action. Starting the later part of the month, the big race will begin to arrive from all parts of the country, and the masters of the motor will start tuning their mounts. Some of the outside drivers are expected to arrive in Indianapolis today and to take up their task of getting ready for the great racing test of their skill and the possibilities of their cars.

PRIZE MONEY INCREASING.

The total prize money now up for the one event is \$25,000, this being the \$10,000 offered by the 200-day-old \$10,000 offered by the various accessory makers. Other accessory manufacturers are ready to announce pipe offers, and it is believed that before the race is started the purse will total more than \$40,000. Although the advance sale of seats has been the heaviest in the history of the Speedway, the additional capacity arranged for has enabled the management to state that plenty of good seats are left for all purchases, and that the seats left are the best seats for the patrons from Indianapolis if they are purchased before the day of the race. The daily sales are amazing and the Speedway officials hope the supply is so great that there seems to be little effect upon it.

Thus far reservations of seats and parking spaces have been made from almost everywhere in the United States, even Oregon and California offering their share of the representative crowd which will attend. Estimates offered by those who have watched the crowds at many of the greatest auto racing events of the past, place the attendance at somewhere from \$25,000 to \$30,000, but the Speedway management believes that the former figure is more nearly accurate, at least, most conservative.

CARS AND DRIVERS NAMED IN BIG RACE

No. Car.	Cyl.	Doors	Brooks	P.D.	Driver	Exhibit
1. Case	6	2	40	100	Strang	J. I. Case Co.
2. Simplex	6	2	36	100	Heimes	Simplex Auto Co.
3. Marmon	6	2	36	100	Baldwin	Marmon Motor Co.
4. Pope Hartford	6	2	36	100	Aitken	Nat. Motor Vehicle Co.
5. Pope Hartford	6	2	36	100	Dibble	Pope-Hartford Co.
6. Westcott	6	2	36	100	Knight	Franklin Motor Car Co.
7. Case	6	2	36	100	Jagger	J. I. Case Co.
8. Case	6	2	36	100	Jones	J. I. Case Co.
9. Blatz	6	2	36	100	Anderson	Stutz Auto Parts Co.
10. Marmon	6	2	36	100	Turner	Simplex Motor Car Co.
11. Marmon	6	2	36	100	Geissel	Fat Motor Co.
12. Amplex	6	2	36	100	Pearce	Fat Motor Co.
13. F. A. L.	6	2	36	100	Henderson	Fat Motor Co.
14. P. A. L.	6	2	36	100	Chevrolet	Fat Motor Co.
15. Knudsen	6	2	36	100	C. Baal	Fat Motor Co.
16. Packard	6	2	36	100	Hansen	Fat Motor Co.
17. Buick	6	2	36	100	Merritt	Nat. Motor Vehicles Co.
18. Ford	6	2	36	100	Wilkens	Nat. Motor Vehicles Co.
19. National	6	2	36	100	Wilcox	Nat. Motor Vehicles Co.
20. National	6	2	36	100	Adams	Nat. Motor Vehicles Co.
21. McFarlan	6	2	36	100	Ritter	McFarlan Motor Co.
22. McFarlan	6	2	36	100	Cube	McFarlan Motor Co.
23. Jackson	6	2	36	100	Forster	Jackson Auto Co.
24. Jackson	6	2	36	100	Dotany	Jackson Auto Co.
25. Jackson	6	2	36	100	Bruce-Brown	Clarke-Carter Auto Co.
26. Fiat	6	2	36	100	Van Genderen	David L. Bruce-Brown.
27. Fiat	6	2	36	100	Wade	Dr. W. H. Chambers.
28. Fiat	6	2	36	100	Hawson	Northfield.
29. Fiat	6	2	36	100	Harrison	Nordyke & Marmon Co.
30. Fiat	6	2	36	100	Malvold	Lester Motor Co.
31. Fiat	6	2	36	100	Trotta	Young.
32. Marmon	6	2	36	100	Lytle	Robert H. Lytle.
33. Marmon	6	2	36	100	Hughes	Merger Auto Co.
34. Marmon	6	2	36	100	Higginson	Merger Auto Co.
35. Marmon	6	2	36	100	Halladay	Halladay.
36. Marmon	6	2	36	100	Brace	Wade.
37. Vaux	6	2	36	100	Gibbons	Wade.
38. Vaux	6	2	36	100	Kendrick	Wade.
39. Vaux	6	2	36	100	James	Wade.
40. Vaux	6	2	36	100	Walter Jones	Simplex Motor Car Co.
41. Vaux	6	2	36	100		
42. Cole "Thirty"	6	2	36	100		
43. Amplex	6	2	36	100		

DILLON MEETS MOHA TONIGHT

MIDDLEWEIGHTS TO DO BATTLE

Fighters Mix at Auditorium—Jack Neigan Draws Match With George "Knockout" Brown, South Bend.

ALL STAR SPECIAL

We handle 1 Continental

Exhaust

Blue Rib

Complete with valve and cable, large size

FOLDI Water Buckets

PRIMARY CABLE	4
Secondary Cable	9
Magneto Cable	10

Square Side Oil Lamps	\$
Per Pair	

Square Tall Lamps	\$

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NATIONALS ENTER G

WILL COMPETE IT

"Happy Johnny" Aitken, son to Pilot Indianapolis Great Foreign GI

Matchmaker Lee Vandiver of the Indianapolis Athletic Club of South Bend has announced the boxing card to be staged May 12. Vandiver had matched Jack Morgan, the hard-hitting local middleweight, with George "Knockout" Brown of Chicago for a ten-round contest, which will be the main attraction. This will be the first match of the season. These two men together the matchmaker has made a good match. Brown is the fighter who gave Jack Dillon a hard twelve-round battle at Springfield, O., several months ago, and Morgan is a ten-round draw at Marion a short time ago and are evenly matched. The semi-final bout will bring together Everett Reeves of Anderson and Lew Ness of Chicago. This bout is scheduled for eight rounds. The third bout and two four-round contests will complete the card of thirty-two rounds of boxing.

Young Donnelly has gone to Buffalo, N. Y., where he has a bout scheduled May 12. Kid Gleason, who staged the meeting show at the Empire Monday night with Donnelly and Willie Motte were the principals, is arranging a show at the physiotherapy May 12. Willie Motte, the boxer, and Young Donnelly and Jimmy Anderson have two of the ten-round matches that have practically been booked.

Young Sweeney, a lightweight of the Empire, is in the city in search of a mate with one of the local lightweights, including Young Saylor. He has put himself under the watchful eye of Louis Park of this city. Park would like to book him with Young Donnelly or Willie Motte.

POONY LONGS FOR OLD HOME.

Escapes Louisiana Master and Wanders 500 Miles to Texas.

NAN ANTONIO, Tex., May 2.—Twelve years ago George Lawrence rode from Menard County, Texas, to a point in Louisiana twenty miles west of New Orleans. The animal ridden was a native Texan pony. Several times shortly after his arrival in Louisiana, the pony got out of the enclosure where it was kept and started back to Texas, one time covering fifty miles of the way before it was caught. At no time during the twelve years did the animal appear to be satisfied when in a Louisiana pasture.

Early in January, this year, the pony was missing, and on account of circumstances at the time it was believed to have been stolen. Notwithstanding that part of the country, and since other animals had been stolen from the neighborhood about that time it was very difficult to find the pony. Finally it was taken into the hands of Charles Seaman, who made at the time, but no clew to the whereabouts of the pony could be obtained.

General Chairman Smith's conference in New Orleans was attended by Tom Secretary, P. P. Willis, W. M. White, White's attorney, and three correspondents made a trip westward to Richmond and Anderson, calling on manufacturers on the run to New Orleans to meet with Chairman Smith, and one manufacturer surprised the committee by showing the car that had been prepared for entry in the run.

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THE INDIANAPOLIS S.

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Fighters Mi>

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What is
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Thomas Dill

No.	Car.	Cyl.	Bore.	Stroke.	P.D.	Driver.	Entrant.
1.	Case	4	4 1/2	5	284	Strang	J. I. Case Co.
2.	Simplex	4	5 1/2	5 1/2	597	De Palma	Simplex Auto Co.
3.	Inter-State	4	4 1/2	5 1/2	390	Baldwin	Inter-State Auto Co.
4.	National	4	5	5 1/2-16	447	Aitken	Nat. Motor Vehicle Co.
5.	Pope-Hartford	4	4 1/2	6 1/2	390	Disbrow	Pope-Hartford Co.
6.	Pope-Hartford	4	4 1/2	5 1/2	390	Fox	Frank P. Fox
7.	Westcott	6	4 1/2	5 1/2	421	Knight	Westcott Motor Car Co.
8.	Case	4	4 1/2	5	284	Jagersburger	J. I. Case Co.
9.	Case	4	4 1/2	5	284	Jones	J. I. Case Co.
10.	Stutz	4	4 1/2	6 1/2	390	Anderson	Stutz Auto Parts Co.
11.	Mercedes	4	5 1/2	7 1/2	583	Wishart	Spencer E. Wishart
12.	Amplex	4	5 5-16	5	443	Turner	Simplex Motor Car Co.
13.	F. A. L.	4	4 1/2	5 1/2	298	Gelnow	Fal Motor Co.
14.	F. A. Dr.	4	4 1/2	5 1/2	298	Pearce	Fal Motor Co.
15.	Knox	6	5	4 1/2	559	Belcher	Fred W. Belcher
16.	Buick	4	6	5 1/2	594	A. Chevrolet	Wadsworth Warren
17.	Buick	4	6	5 1/2	594	C. Basle	Wadsworth Warren
18.	Benz	4	5 1/2	6 1/2	500	Hearne	Edw. A. Hearne
19.	Alco	6	4 1/2	6 1/2	580	Grant	Alm. Automobile Co.
20.	National					Merz	Nat. Motor Vehicle Co.
21.	National					Wilcox	Nat. Motor Vehicle Co.
22.	McFarlan	6	3 5/8	4	248	Clemens	McFarlan Mot. Car Co.
23.	McFarlan	6	4	5	377	Adams	McFarlan Mot. Car Co.
24.	Jackson	4	4 3/8	4 1/2	365	Ellis	Jackson Auto Co.
25.	Jackson	4	4 7/8	4 1/2	355	Cobe	Jackson Auto Co.
26.	Jackson	4	5	5 1/2	432	Tower	Jackson Auto Co.
27.	Cutting	4				Delany	Clarke-Carter Auto Co.
28.	Fiat	4	5	7 1/2	589	Bruce-Brown	David L. Bruce-Brown
29.	Lozier	4	5 1/2	6	544	Van Gorder	Dr. W. H. Chambers
30.	Firestone-Col.	4	5	5 1/2	432	Frayer	Columbus Buggy Co.
31.	Marmon	4	4 1/2	7	445	Dawson	Nordyke & Marmon Co.
32.	Marmon	6	4 1/2	5	477	Harroun	Nordyke & Marmon Co.
33.	Lozier	4	5 1/2	6	544	Mulford	Lozier Motor Co.
34.	Lozier	4	5 1/2	6	544	Tetzlaff	Teddy Tetzlaff
35.	Apperson	4	5 1/2	5 1/2	546	Lytle	Herbert H. Lytle
36.	Mercer	4	4 1/2	5	300	Hughes	Mercer Auto Co.
37.	Mercer	4	4 1/2	5	300	Bigelow	Mercer Auto Co.
38.	Simplex	4	5 1/2	5 1/2	597	Beardsley	Ralph Beardsley
39.	Fiat	4	5 1/2	5 1/2	487	Bragg	Caleb S. Bragg
40.	Velle	4	4 1/2	5 1/2	334	Gibbons	Velle Motor Car Co.
41.	Velle	4	4 1/2	5 1/2	834	Hall	Velle Motor Car Co.
42.	Cole "Special"	4	4 1/2	4 1/2	294	Endicott	Cole Motor Car Co.
43.	Cole "thirty"	4	4 1/2	4 1/2	294		Cole Motor Car Co.
44.	Amplex	4	5 5-16	6	390	Walter Jones	Simplex Motor Car Co.

I. B. A. DROPS MANY TEAMS LAUNCHES INDIANA CAR TOUR

WILL OPEN SEASON SUNDAY CHAIRMAN CALLS MEETING

State Baseball Body to Protect Mem-

Frank E. Smith Asks Forty-Three

bers From Misrepresentation by

Manufacturers of State to Attend

Delinquent Nines.

Conference Here Next Tuesday.

Matchmaker
terurban Athl
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World Renowned Speedster Will Drive Here

CHEVROLET TO RIDE IN 500-MILE GRIND

Buick Racing Team Arrives for Practice and Manager Warren Nominates Louis.

BRING TWO BUICK "100" CARS

Charley Basle and Arthur Chevrolet Regular Drivers, With Former Star as Relief Pilot.

Veterans of many hard campaigns in the sport of automobile racing are gathering at Indianapolis preparatory to the 500-mile International Sweepstakes race at the Speedway next Memorial day. Men whose names have been linked with narratives of narrow escapes from death many times, and whose daring has caused thousands to gaze with bated breath, are rounding up for the greatest race known in the history of the motor racing sport and, despite their former racing escapades, are looking forward to the long grind with as much keen desire as the younger generation of pilots.

One of the interesting features of the arrival of the advance guard was the announcement of the drivers for the famous 500-mile race, which will be contested with two cars per entry. Perhaps the most surprising was the nomination of Louis Chevrolet as a relief driver for the two regulars Arthur Chevrolet, his brother and Charley Basle, the Frenchman. Louis, the rugged old veteran of most of the best races of the past and one of the best men who ever sat at a wheel, announced after the 1910 Vanderbilt Cup race, that he had retired for good, and it seemed that he was keeping his word. Nothing seemed to be great enough as an inducement for the Frenchman to return.

LOUIS OFFERS SERVICES.

When the Buick racing team left Detroit Saturday to come to Indianapolis for practice, Louis left his motor shop in the Michigan city to go with them, and his brother and others to a farewell luncheon. Racing conversation prevailed, and the France-Swiss pilot grew nervous as the meal progressed. Finally after the luncheon he got up and addressed Warren, manager of the white-jacketed cars, off to one side and said:

"Doctor, I guess I'll come down to Indianapolis in a day or so. I might be able to help you out and I'd like to do the best driving for both the boys. There's nothing about the gold and glory, and all that stuff, but I can't see the old team go out without me. I guess that goose-necked hypotension me, and I know that the sound of your hub-motor will louder than anything else we have."

"All right, Louis," responded the manager. "Come on. We'll need you bad enough for this to go into a race where all of the skill and nerve in the world is required. You know the cars and how the game goes, and I don't believe you wanted to pull half as hard as you have made out."

FAMOUS TEAM BACK TOGETHER

Thus the old Buick aggregation is back together again for the greatest race of all time. Arthur and Louis Chevrolet and Charley Basle—a team to reckon with at any and all stages of the long grind. The big Buick "one hundred" cars seem to be fast as lightning, and the test of the hundred-mile-an-hour trip over the track in practice, starting today.

The familiar forms of the Chevrolet brothers, working over their cars are seen every day, and the deep roar of the big Buick motors can be distinguished from that of every other of the cars in use in practice at the track. Many of the great drivers will arrive early and the preliminary work for the 500-mile event will be the most interesting of any heretofore held at the track.

The speed of 100 miles an hour is an hourly occurrence at the track, and each car is growing faster as it is turned higher and higher for the final test Saturday afternoon. In due season, for the speed trials, when every competitor car must show a speed of seventy-five miles per hour.

A. B. C'S WIN TWO GAMES.

Twice Defeat Terre Haute Eclipse Nine, 9 to 3; 6 to 1.

The A. B. C's won a double header from the Terre Haute Eclipse nine at Northwest Park yesterday afternoon, 9 to 2 and 6 to 1. The local team will play the Cleveland Giants on Friday and Saturday afternoon, and a double header will be staged Sunday.

FIFTH GAME

**APRIL 29, 1911—Eclipse A.H.C. 6 to 1.
Terre Haute Eclipse 9 to 2.
A.B.C. 6 to 1.
St. Louis 2 to 1.
Milwaukee 5 to 1.
Minneapolis 3 to 1.
Columbus 2 to 1.
Chicago 2 to 1.
Detroit 1 to 1.
Toledo 2 to 1.
Cincinnati 2 to 1.**

Another Famous Pilot "Comes Back"



LOUIS CHEVROLET.

I. B. A. TEAMS OPEN SEASON

CLIMAX TRIMS EX-COLLEGIANS

Launch Class A Championship Contests on Local Diamonds at Atkins Park, Winning 12 to 5.

CLIMAX ATHLETES DEFEATED THE EX-COLLEGIANS IN THE OPENING GAME OF THE INDIANA BASEBALL ASSOCIATION, CLIMAX 12 TO 5.

The game was played at Atkins South Side Park. Louie Heid and George H. Thompson proved the winning pitchers in fine form, striking out eleven and allowing seven hits. The Climax Juniors defeated the Nap. Juniors in a certain rainer played by the Class A teams before the game.

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CLIMAX ATHLETES DEFEATED THE EX-COLLEGIANS IN THE OPENING GAME OF THE INDIANA BASEBALL ASS

Let Regular Drivers, With Former Star as Relief Pilot.

Veterans of many hard campaigns in the sport of automobile racing are gathering at Indianapolis preparatory to the 500-mile International Sweepstakes race at the Speedway next Memorial day. Men whose names have been linked with narratives of narrow escapes from death many times, and whose daring has caused thousands to gaze with bated breath, are rounding up for the greatest race known in the history of the motor racing sport and, despite their former trying escapades, are looking forward to the long grind with as much keen desire as the younger generation of pilots.

One of the interesting features of the arrival of the advance guard was the announcement of the drivers for the famous Buick racing team, which reached Indianapolis with its cars yesterday. Perhaps the most surprising was the nomination of Louis Chevrolet as a relief driver for the two regulars, Arthur Chevrolet, his brother, and Charley Basle, the Frenchman. Louis, the grizzled old veteran of most of the great races of the past and one of the best men who ever sat at a wheel, announced, after the 1910 Vanderbilt Cup race, that he had retired for good, and it seemed that he was keeping his word. Nothing seemed to be great enough as an inducement for the Franco-Swiss to return.

LOUIS OFFERS SERVICES.

When the Buick racing team left Detroit Saturday to come to Indianapolis for workouts, Louis left his motor shop in the Michigan metropolis and accompanied his brother and others to a farewell luncheon. Racing conversation prevailed, and the Franco-Swiss pilot grew nervous as the meal progressed. Finally, after the luncheon, he got Dr. Wadsworth Warren, manager of the white-bonneted cars, off to one side and said:

"Doctor, I guess I'll come down to Indianapolis in a day or so. I might be able to help in the pits, and then I'll do the relief driving for both the boys. I don't care anything about the gold and glory, and all that stuff, but I can't see the old team go out without me. I guess that gasoline odor hypnotizes me, and I know that the sound of the old Buick motors calls louder than anything else I ever heard."

"All right, Louis," responded the manager, "come on. We'll need you bad enough, for this is going to be a race where all of the skill and nerve in the motor world is centered. You know the cars and know the game, and I don't believe you've wanted to quit half as badly as you have made out."

FAMOUS TEAM BACK TOGETHER.

Thus the old Buick aggregation is back together again for the greatest race of all time. Arthur and Louis Chevrolet and Charley Basle—a team to reckon with at any and all stages of the long grind. The big Buick "one hundred" cars seem to be faster than ever and will tear off the hundred-miles-an-hour clip, over the brick track in practice, starting today.

The familiar forms—of the Chevrolet brothers working over their cars are seen every day, and the deep roar of the big Buick motors can be distinguished from that of every other of the twenty cars in practice at the track. Many of the great drivers will arrive early and the preliminary work for the 500-mile event will be the most interesting of any heretofore held.

The speed of 100 miles an hour is an hourly occurrence at the track, and each car is growing faster as it is turned higher and higher for the final test. Saturday, May 27, is the day set aside for the speed trials, when every contesting car must show a speed of seventy-five miles per hour.

A. B. C.'S WIN TWO GAMES.

Twice Defeat Terre Haute Eclipse



LOUIS CHEVROLET.

I. B. A. TEAMS OPEN SEASON

CLIMAX TRIMS EX-COLLEGIANS

Launch Class A Championship Contests on Local Diamonds at Atkins Park, Winning 12 to 5.

The Climax Athletics defeated the Ex-Collegians in the opening game of the Indiana Baseball Association, Class A division, 12 to 5. The game was played at Atkins South Side Park. Loose fielding and ragged playing proved the undoing of the Ex-Collegians' nine. Jackson pitched in fine form, striking out nine men and allowing seven hits. The Carnifex Juniors defeated the Nap Juniors in a curtain raiser played by the Class C nines before the big game. Scores:

Climax	AB H O A E	Ex-Col	AB H O A E
Ratcliff	2 1 6 0 1	Ewlek	5 0 0 0 1
Lentz	5 2 1 4 1	Sellick	5 0 2 0 1
Bosson	4 3 1 1 0	Morgan	2 4 0 0 1
Riley	5 1 1 0 0	Thompson	4 3 3 3 0
Fisher	5 1 2 0 0	Dekran	4 1 0 8 0
Shidler	5 3 6 0 2	Worsey	2 3 0 0 1
Fleese	4 0 3 0 0	Eden	1 2 10 1 0
Wilson	3 3 8 2 0	Givens	3 0 0 0 0
Jackson	3 0 0 2 0	Evans	4 1 3 1 1
		Walker	1 0 0 1 1

Totals, 36 14 27 9 61 Totals, 36 7 24 13 5

Climax..... 2 0 0 3 0 2 0 5 *-12

Ex-Collegians..... 0 0 2 0 0 1 0 2 0 -5

Runs—Wilson 3, Morgan, Thompson, Dickerson 2, Ratcliff 4, Lentz, Bosson, Riley, Fisher, Shidler. Innings pitched—Jackson, 9; Dickerson, 9. Hits—Off Jackson, 7; Off Dickerson, 14. Bases on balls—Off Jackson,

6 to 2. Twyman's pitching featured 11 game, being strong in pinches. Prather hitting was also a feature. Score:

Senators	AB H O A E	Grind	AB H O A E
Lauck	5 1 1 1 2	Allen	4 0 1 0 0
Morrell	3 0 0 4 2	Drake	2 4 1 2 2
Prather	4 3 1 1 0	Wiley	4 0 0 0 0
Wood	4 0 2 1 0	Totten	3 4 2 2 4
Crowder	3 2 8 0 1	Templeton	3 2 1 1 1
Carroll	2 0 0 0 0	Duggan	3 2 0 0 0
Buckner	3 1 1 2 0	Ditmars	1 3 1 9 0
Zione	4 0 7 0 0	Stevens	1 1 12 4
Murray	3 0 0 3 1	Twymn	4 0 0 2
Greene	1 0 0 0 0	P.	

Totals, 32 7 24 13 41 Totals, 33 9 27 13

*Batted for Murray in the ninth.

Senators 0 0 0 0 0 0 0 2 0
Greenwood 0 1 1 2 0 0 0 2 0

Runs—Morrell, Prather, Drake, Totten, Templeton 2, Duggan. Bases on balls—0 Murray, 1; off Twyman, 2. Struck out—B Murray, 5; by Twyman, 11. Hit by pitcher Carroll, Duggan. Two base hits—Crawford, Drake, Duggan. Sacrifice hit—Templeton. Double plays—Drake to Templeton to Ditmars. Stolen bases—Prather, 2, Carroll, Duggan. Ditmars, Stevenson, Twyman. Passed balls—Zion, Stevens 2. Umpire—Brannaman. Time—2:05. Attendance—300.

BEATS CHAIRMAKERS.

Maxwell-Briscoe Nine Overwhelms I. B. A. Team, 8 to 1.

NEWCASTLE, Ind., May 7.—One thousand enthusiastic fans, in the open game of the season at Harvey's Park this afternoon, saw the Maxwell-Briscoe baseball team overwhelm the Indianapolis Chair club of the Indiana Baseball Association, the final score being 8 to 1.

The game was an even break until the sixth inning, when the local hitting jumped onto Stokes for several two-base hits, and before he was relieved six runs had been scored. Newsome did little better, while Allen, for the locals, pitched great ball, allowing only two hits and struck out thirteen men. Score: