

will play a big part in
of Jack Dillon, who is
t Frank Klaus, the
claiming the middleweight
the world. The Indiana
his decisive defeat of
has gained distinction
middleweight champion,
strenuous boxing cam-
winter and for the last
enjoyed his first relaxa-
ning in twelve months.
his coming match with
the night before the
automobile race at the
most important match
says he will take no
stale and he will not
ar training camp grind
manager, Sam Murbar-
ned their training camp
Dillon did some light
today. It is Murbarger's
a boat rowing on the
Dillon's road work, and
ning will be part of the
daily routine.
ig, husky light heavy-
een boxing with consid-
Pittsburg, will join Dil-
nday and the Pittsburg-
chief sparring partner,
in public and he says
e welcome at his camp.

Instate Stovall.
y 10. Petitions request-
nson, of the American
tate George Stovall as
st baseman of the St.
am are being circulated
ral thousand persons, it
y have signed the peti-
on states: "If extreme
d be visited on Stovall
act, which he himself
, the team that he has
e left without a leader
e sentiment created by
go for naught. His
has been a heavy pun-
dm and to the St. Louis

MOTORDOM'S LATEST

"Whenever you hear a knock, look for car-
bon," says the Six-Little Yankee man, whose
preparation is claimed to remove that sub-
stance.

Twelve thousand cars, out of the company's
total output of fifteen thousand, have already
been delivered, says E. W. Steinhart, local
representative of the Cadillac, who returned
from a visit to the factory the other day.
Indiana took five hundred of this amount,
with an allotment for Indianapolis to date of
sixty-eight. Steinhart admits that this is
going some.

After having seen Billy Liesaw comfortably
stowed away for the period of the speedway
races, C. E. Beedon, representative of William
F. Thompson, entrant of the Anel, which Lie-
saw is to drive in the next five hundred-mile
race, was scheduled to depart today for his
home in Battle Creek, Mich. He expects to
return within a week, bringing Thompson
along with him, to remain here until after
the speedway setto is over.

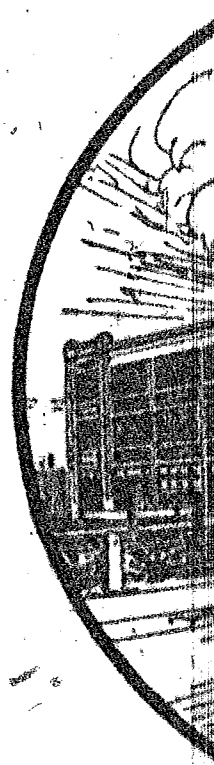
The Federal ball club will have no third
conflicting major league date to contend with
when it opens its season at Riverside park
this afternoon. The game between the high
and low gears of the Hoosier Motor Club,
originally scheduled for Atkin's ball yard to-
day, has been called off in order to give the
Federalists a chance. Had not this move been
made it is predicted that neither the A. A.
club nor the Riverside park aggregation would
have had a single spectator, so keen is the
interest manifested by the public in the out-
come of the motor club struggle.

The mystery of the G. & J. Tire Company
truck has been solved at last by J. M. Ward,
Jr., who announces that it is to be a Premier
which will carry the casings and tubes manu-
factured by his firm through to the coast on
the occasion of the Indiana-to-Pacific tour.
The G. & J. Company is taking a most active
interest in the affair, through its close con-
nection with the Indiana Automobile Manu-
facturers' Association, which is promoting the
run, Ward being secretary of the organization,
and W. B. Harding, general manager of the
concern, its vice-president. The purchase of
the Premier which will turn the trick was
made yesterday afternoon.

Though he is laid up with tonsillitis, H. A.
Little, manager of the local Goodrich branch,
is not sufficiently disabled to prevent him from
seeing to it by phone that thousands of the
latest Goodrich road guides, which mark all
of the prominent highways to the motor speed-
way, from points within a radius of 250 miles,
are distributed among out-of-town motorists.
The folders in question are proving wonderfully
popular, Little says, it being quite a task to
keep the supply up to the demand. From the
amount he has shipped out he predicts the
heaviest attendance at the races yet recorded.
Within a couple of days he will be back at



Forty
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accuracy
asset of



The
buildin
Boston

are distributed among out-of-town motorists. The folders in question are proving wonderfully popular. Little says, it being quite a task to keep the supply up to the demand. From the amount he has shipped out he predicts the heaviest attendance at the races yet recorded. Within a couple of days he will be back at his desk again, he says, and then the work of shooting forth highway literature will begin in earnest.

Entries to the Los Angeles-San Francisco road race on July 4 are filling rapidly, it is reported. Among the latest arrivals are a Mercer, to be piloted by Barney Oldfield, and a Simplex, entered by Mrs. Leoff K. Northam, a fair California devotee of the racing game, which will be toolled by Omar Tofft. Other cars entered to date are two Cadillacs, a Cole, an Apperson and two other Simplex racers.

When E. A. Moross, business associate of Bob Burman, learned of the damage the flood had caused at the Marmon factory during his recent stay in California, he wired the plant to see whether his 1912 roadster, which was stored there, had sustained any injury. In reply he got the following from Howard Marmon direct: "Dear Ernie—Your miserable little roadster was on the second floor of the shop, out of harm's way, while the good cars were downstairs, catching cold in the damp atmosphere. Hope this will satisfy you. Very sincerely, Howard Marmon." Moross says it held him for a while, all right, all right. At present he is busy trying to scare up some 32x4 casings so that he can use his bus during the speedway races. All of Burman's tires measure 24x4½, hence are not available. This was a fatal oversight of Bob's, says Moross, when he built his racer. He should have figured his roadster in, like a good fellow, he claims.

"Unofficial official" time is a species of chronometric measurement dug out of the American Automobile Association by Pete Willis, advertising manager of the National, in an attempt to settle a bet he had with Firestone Bill Esterly as to whether his announcement of No. 8's running time in the last speedway race was official or not. Willis, because of the fact that he had obtained his figures from the A. A. A. and that this body had never offered any objections to his advertising the same, contended that they were official. Bill said they were not. A letter of investigation directed to the Three-A contest board in New York city developed the fact that Bill was right. Because they had never been published in the record book of the association, the figures in question were held not to be "official." In view of the fact, however, that they were incorporated in the organization's archives they could be considered as "unofficially official." It was stated, Willis, therefore, is up against it now. Not only has he to wrestle with a term, whose meaning is sufficiently ambiguous to make him lose all sorts of sleep at nights, but he owes Bill Esterly a V, as well.

Washington Park Chatter

building
Boston,
hundred
houses
and by



McDowell's fly after looked as though captured the ball, but tilt, and there was of the way.

Kaiserling pitched little more confidence a bread winner. falling to hit to any terday, he was a vict two instances.

NOBLESVILLE

First in Track

(Special to The LEBANON, Ind. tral Indiana high meet in this city Noblesville won fordsville was second, third with Frankfort 2, Rush point. Henry Cotton, of Noblesville of the meet, each Cottingham broke one state record, feat when he won 9:54 flat. The following is a list Mile run—Roberts, son, Crawfordville, third. Time, 5:07 100-yard dash—We