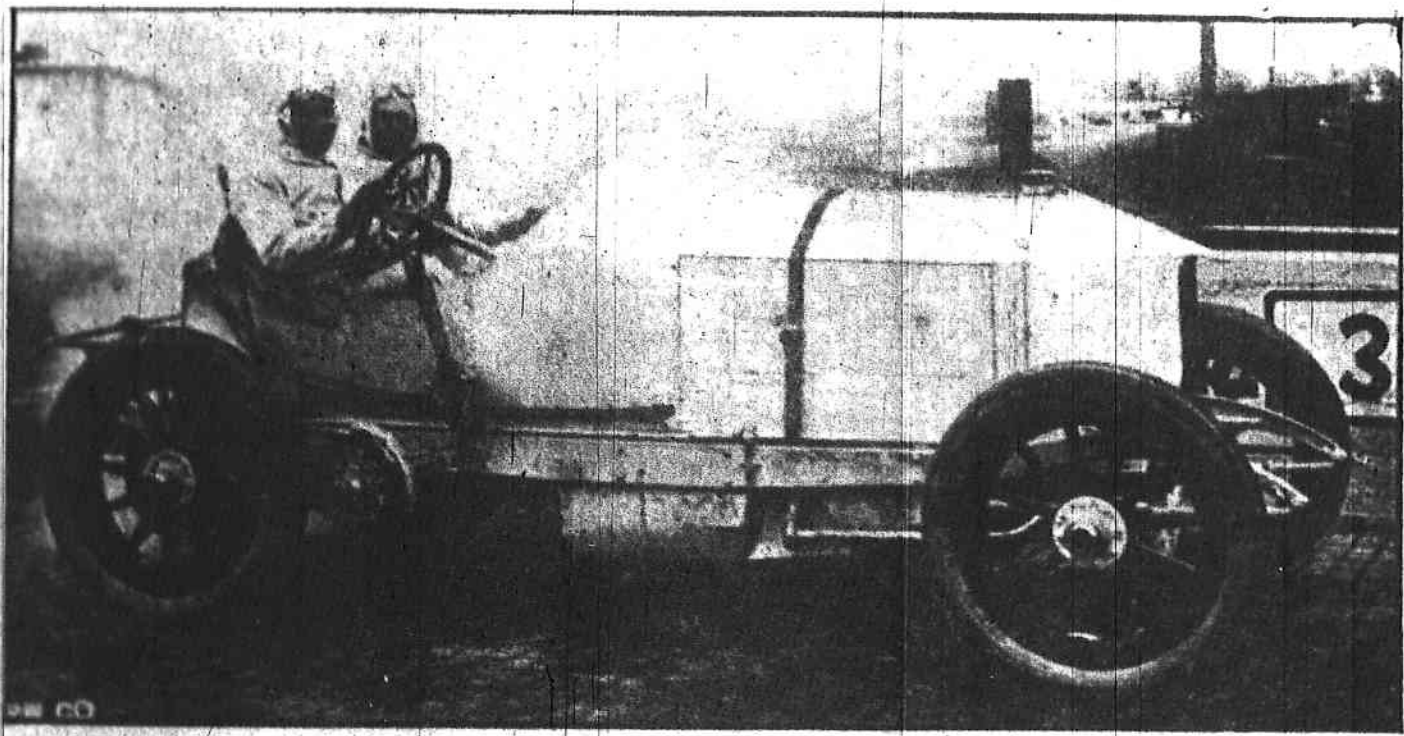


However, the Indians are on the to-begun and a shakeup is certain. The team has the "makings" of a splendid organization, and even now it must be admitted that the tribe has done fairly well as a first year organization compared with other first year teams in Class A and AA leagues. A few victories will pull it up in the first division, and Manager Kelley is not likely to rest until he gets it there.

Dillon is sawing wood, so to speak, at Riverside. Yesterday a great crowd watched him train at the training camp. Today he began to taper off his work gradually and will continue doing so until Thursday, when he will rest up for the battle at Washington park Thursday night. The betting is about even, with more Dillon money in sight. Dillon expects to wade in and mix it from start to finish, hoping that his greater sturdiness will win for him.

blow up in the fourth, allowing a pass, two doubles, a single and hit a batsman. Exeter's triple and a sacrifice fly gave them one more in the sixth. France relieved Blair after that and held the visitors safe. Leever's team nosed out a victory, 3 to 2, over the Hooplers on Saturday, thus giving them an even break on the series. After the series at Covington the Hooplers will return to Indianapolis to open a series with Pittsburg on next Sunday.

DRIVES CAR FAMOUS FOR BAD LUCK



RALPH MULFORD.

Smiling Ralph, as all of his friends are wont to call Ralph Mulford, the boyish looking ex-pilot of Loxier and Knox cars, is once more numbered among the entrants to the Indianapolis five-hundred-mile race, this time at the wheel of a white Mercedes, as seen by the accompanying picture. Mulford has always been one of the most popular figures of speedway racing. In his first attempt to capture the five-hundred-mile gonfalon he

was barely nosed out by the Marmon Wasp, finishing second. During his next attempt he did equally as well, as far as publicity is concerned, but in a different manner. He finished by himself, long after the spectators had departed, eating lunch and smoking a cigarette. Clutch slippage had put him on the bum early in the contest. This year, with the sensationally fast car De Palma drove in the 1912 event beneath him, he expects to be

back in the running with a vengeance, however. Though his machine has smaller cylinders, he says it is as fast as ever. The first public line on his ability was expected to be drawn this afternoon, inasmuch as his previous appearances on the course have been much too short to enable the filing of an estimate. A huge flock of railbirds, with whom he is very popular, were scheduled to go out to see him.