

100 SEATS.

Management is confident rumor that sold for the first Tuesday, and gaining ground. of the best seats charts displayed in North Capitol are on sale. At management has earned and the seat- now about fifty to these seats, club stands and thousands of auto- me the track at the occupants of racers. There is some going with- reserved seat the day of the season tickets to 1, and the tickets a next Saturday. rug store, Wash- streets; Huder's and Penney's hotel lobby, station cigar store downtown office.

TO CARE Y VISITORS

INFORMATION AMPLE.

OMS NEEDED

range of the speed- 1, 400 North Cap- formed to care for al day speedway very citizen who bent to communi- cation. The responses Mr. Dobyns and were not as numer- d. When it was would be filled to s were asked to n caring for the find accommoda- that Indianapolis r caring for any that he is at a a the people have more promptness. nent has brought the history of lanapolis, and it d advertising the e obligation tests should come for e guests from all manner that will sion. its for rooms from angeles, Portland, and other parts. If

DRIVES CAR DESIGNED HERE



GIL ANDERSON,
Stutz.

One of the specially built cars for the 500-mile international sweepstakes race at the Indianapolis motor speedway, and one which has been constructed exclusively for the long race is the Stutz designed by Harry Stutz, of Indianapolis, and manufactured by the Stutz Auto Parts Company. The car in its speed trials has shown close to ninety miles an hour, which is a remarkable speed for a motor with only 350 cubic inches piston displacement.

"This is the first Stutz car I have ever built," said the designer, "but I believe that I will be justified in making more,

since this one has shown up so well. There seems to have been a misunderstanding rumor that the Stutz car is a Marion. The car is not a Marion, and is entirely different in every detail of construction. Probably this report gained credence through the fact that I was an engineer for the Marion company for four years and took charge of the Marion racing team. Gilbert Anderson, who drives this new Stutz car for me, was a driver of the Marion, but this car has no connection in any way with the Marion car or the Marion company. The Stutz car is being worked out daily at the speedway and is looked upon as a strong contender.

GLIDDEN START

Gateway of Big Auto T
to June 2

NEW YORK, May 23.—Glidden tour has been on 12 to 21, the run ending at as planned on June 13. It follows: June 21, Wash- delphia, 163 miles; June 22 New York, 182 miles; July to Springfield, Mass., to W- hill climb at Worcester; Boston, 40 miles; June 23 son; June 24, Boston to 142 miles; June 25, Springf- ington, 120 miles; June 26 Montreal, 130 miles; June Ottawa, 121 miles.

BREWERS SIGN L

Barrett is Elated Over
Former Star C

MILWAUKEE, May 23.—The famous big league was signed by the Brew- reitz is elated over the a former star and believes the map needed to stren- ers' chances for the pen- given his unconditional. New York Americans th-

JIMMY HAS CUR ST. VITUS N

JACK MORGAN GET
FROM PADDY

DETROIT PUG 7

Jack Morgan, the "gra- local pugdom, could no storm started by Paddy stage of the Empire has was given a beating tha by his hundreds of fren- ence. Young Sweeney, dancer, who has a rang suggests the St. Vitus dar the Salome action take- little Jimmy Anderson, of at least a half a head too lighter. Sweeney got a 3 basket in the fifth round, around the gills for som- son outpointed him until, when Sweeney partly re- Had a decision been give- been only fair to give it- low from the coal fields. A disappointment of 11 the scheduled six-round g- and Kid Wiggam, of this thing Jordan, of Detroit, the crowd wanted to see- tion, and they only saw- was some heavier than it- tier and decidedly more s- evident the men were hot- and to save Jordan a bad- giant Hagerman "stopped- gain has been the sparring-

around the western half of the A. A. circuit. Hedges is just beginning to have a little good fortune with his team at a time when it seemed hopelessly on the rocks. In Melan, Hogan and Meyers it appears that he has picked up reliable big league timber and he is now about ready to let those of some players on whom he has been afraid heretofore to cut the strings. Murray, the hard-hitting outfielder, formerly with St. Paul, has not appeared in the lineup of the Browns for several days, and it may be that a deal can be arranged that may send him to Indianapolis. Watkins, however, says that nothing was done except that he obtained Hedges's promise of first call on any players that the St. Louis management might see fit to release.

Lefty George is Popular.

Watkins and Hedges talked over the situation made by Lefty George when the outfielder joined the Browns, but there is little likelihood that the southpaw will be returned to Indianapolis, at this time at least. While he has been unable to get away with many games, George has made himself extremely popular in St. Louis and Manager Wallace believes that he will eventually prove to be a winning pitcher.

The Indians and Saints were scheduled to wind up the present series at Washington park this afternoon with a double-header. Burke had Link Dowd and Robertson in reserve for mound duty and his selection lay with these three hurlers. Manager Kelley expected to send Little Chief LaRoy against Burke's men in one of the games, but he was uncertain as to his pitcher in the second contest.

WORK FOR TRIANGULAR MEET

Butler Men in Good Shape for De Pauw and Rose Poly.

The Butler college track men began work yesterday for the triangular meet which will be held Saturday on Irwin field between DePauw, Rose Poly and Butler. Coach Harris was greatly pleased with the showing made by his men in the city meet a week ago, and he expects to make it interesting for the visitors.

Butler will enter the following men in the meet: One-hundred-yard dash, Hicks, Kingsbury, Roberts; 120-yard high hurdles, Thomas, Hicks; mile run, Hastings and Hunt; 220-yard dash, Kingsbury and Bailey; 220-yard low hurdles, Hunt and Hicks; 880-yard run, Hunt and Blackledge; 440-yard dash, Johns and Bailey; hammer throw, Roberts and Thomas; pole vault, Thomas and Hicks; discus throw, Thomas, Roberts, Kingsbury; shotput, Kirkhoff, Roberts and Kingsbury; high jump, Thomas; broad jump, Kingsbury and Thomas.

The team is somewhat weakened by the withdrawal of Hermon P. Garner, of Brownsburg, who was counted on as a joint winner in the pole vault and high jump.

Indiana Hopes to Stop Illini.

[Special to The Indianapolis News.]

BLOOMINGTON, Ind., May 28.—The Indiana-Minnesota baseball game, scheduled for yesterday afternoon, was called off because of the rain. It was the second cancellation for the Gophers on their present road trip, the contest with Illinois having been prevented by a downpour.

URGE CITIZENS TO CARE FOR SPEEDWAY VISITORS

RESPONSES TO INFORMATION BUREAU NOT AMPLE.

HUNDREDS OF ROOMS NEEDED

J. A. Dobyne, in charge of the speedway information bureau, 400 North Capitol avenue, which was formed to care for visitors to the Memorial day speedway race, is anxious for every citizen who has a room or rooms to tent to communicate with him at once. The responses to the first appeal by Mr. Dobyne and the trade associations were not as numerous as was anticipated. When it was ascertained the hotels would be filled to overflowing the citizens were asked to lend a helping hand in caring for the visitors who can not find accommodations. Mr. Dobyne said that Indianapolis has ample facilities for caring for any number of guests, and that he is at a loss to know the reason the people have not responded with more promptness. The speedway management has brought the biggest event in the history of motor racing to Indianapolis, and it will do wonders toward advertising the city, he said. Now the obligation rests with the people. They should come forward and entertain the guests from all over the country in a manner that will leave a favorable impression.

The bureau has requests for rooms from San Francisco, Los Angeles, Portland, Montreal, Mexico City and other parts. If Indianapolis is to make a name for itself as a city of hospitality, the citizens must furnish rooms. The reservations have been made for all the extra rooms, and cot space in the hotels, and the hotel managers are turning from fifty to a hundred applications a day over to Dobyne. As thousands of the visitors will motor through, a room with a bath will be preferable, but not absolutely necessary.

The prices of the rooms offered so far have been very reasonable. They range from \$1 for a room without bath to \$3 for a double room with bath, and these rooms have been offered in some of the best homes in Indianapolis. It is believed that each visitor will be able to get the kind of a room he wants. Mr. Dobyne has started on his assignment of rooms, and has already assigned over five hundred. So far he has only been keeping up with the mail requests, and he feels he should have at least a thousand more rooms offered. He wants at least five hundred rooms left after the mail orders are stopped for the late arrivals, and he asks that all good citizens with rooms to offer assist in boosting the hospitality of Indianapolis.

One of the specially built 500-mile international speedway the Indianapolis motor one which has been constantly for the long race is the one by Harry Stutz, of Indianapolis, which is a remarkable specimen with only 399 cubic inch displacement.

"This is the first Stutz built," said the designer, "that I will be justified in

SEMI-PR

The State Stars won a victory over the Irish Lads.

In a well-played game the Stars won the Bloomington Indiana State Stars.

The manager of the Stars requested to call Main 637.

The Indianapolis Independent meeting tonight at 8 o'clock in the city hall.

The Capital City Tailoring guilded a team and wants a team. Address A. Coombes.

There are letters at this office, Jack Dutton, Indianapolis manager, Indianapolis Ripe.

The Irish Lads will meet tonight at 8 o'clock in the city hall.

The Peter Schelms is to be heard from more players. A be at the end of the Big Wednesday night.

The Fogg's Reserves defeated Ayres team 10 to 3. The win with fourteen or fifteen-year city. Call Prospect 233.

NOTRE DAME STARTS TRIP

RACERS WILL PARADE AROUND THE SPEEDWAY

MANUFACTURERS ENTERING OBJECT TO SPEED TRIALS.

ALL HERE EXCEPT THREE

One of the interesting features arranged before the start of the five-hundred-mile international race on the speedway next Tuesday, will be the parade of racing cars and the drivers at 4 o'clock in the forenoon, or an hour before the start of the big race. Announcers will name the cars and the drivers as they circle the track. However, the system of numbering the cars will enable every one to know the car and the driver at a glance by referring to the program.

All the drivers and their assistants with the exception of Bragg, Burnman and Knipper, have arrived in Indianapolis and they are busy tuning up for the great event. Burnman and Knipper, the pilots of Benz cars, are expected any moment, and the same is true of Bragg.

Many of the manufacturers who have entered cars in the race are objecting to the proposed speed plans of Wild Bob Burnman on the track before the big event. Their contention is that Burnman and his Blitzen Benz car, which is too heavy for the big race, would detract from the interest in the five-hundred-mile race, and that the manufacturers who are spending small fortunes to enter the race, are entitled to all the benefits of the publicity without sharing it with an individual driver. The management has not yet acted on the protests.

Harry to Drive Interstate.

The Interstate Automobile Company has named Harry Endicott as driver of the Interstate Bulldog, instead of C. E. Baldwin. One reason being assigned is that Endicott has had considerable experience on the speedway track, while Baldwin, the driver first named, has been doing most of his racing on the dirt tracks of the country. Harry is a brother of Farmer Bill Endicott, who is to pilot a Cole racer in the event.

The speedway management has marked the roads between Chicago and Indianapolis, and between Louisville and Indianapolis, with speedway markers, as an aid to the tourists in driving here to attend the race. There are large automobile clubs in both Chicago and Louisville, and hundreds of machines are coming from both cities. The Louisville route was marked by Frank Willis of the Studebaker company. The Chicago route work was done by test car drivers employed by the National Motor Vehicle Company.

THE GREATEST

BY JAMES ("DOC") CASEY,
Manager Ft. Wayne Central League Team

(Copyright 1911)

I had the luck to have a small part what I believe to be the greatest play ever made on a ball field, although Joe Tink and Johnny Evers made the play. The part of it was to catch the ball and to plate the thing, although I always wondered that I didn't forget to catch through sheer wonder. I was as much surprised at the play as any of the spectators could have been, and hardly kept from applauding Tinker and Evers myself when it was over.

The play was pulled off in a game with Philadelphia. The Cubs were making their first bid for a pennant, although they did not win that season, and we were fighting hard. It was the first time



many years that the team ever had chance and we were giving every man a fight. The game was in early September while we still had a chance and the score was 3 to 2 in our favor, with a runner on second base and no one out. We moved in, expecting a bunt, and I was close, while Tinker had edged up close and closer across the dirt almost to the edge of the grass. Magee was the runner at second, and I think John Tink was hitting. Anyhow, instead of laying down a bunt as we expected him to do, he whacked away at the ball and sent a hard bouncer a few feet to the shortstop's side of second base. If Tinker had been playing back where he usually plays he could

WARDS OF THE STATE

FOOTBALL 1911/05/11/01

Does It, It's Right

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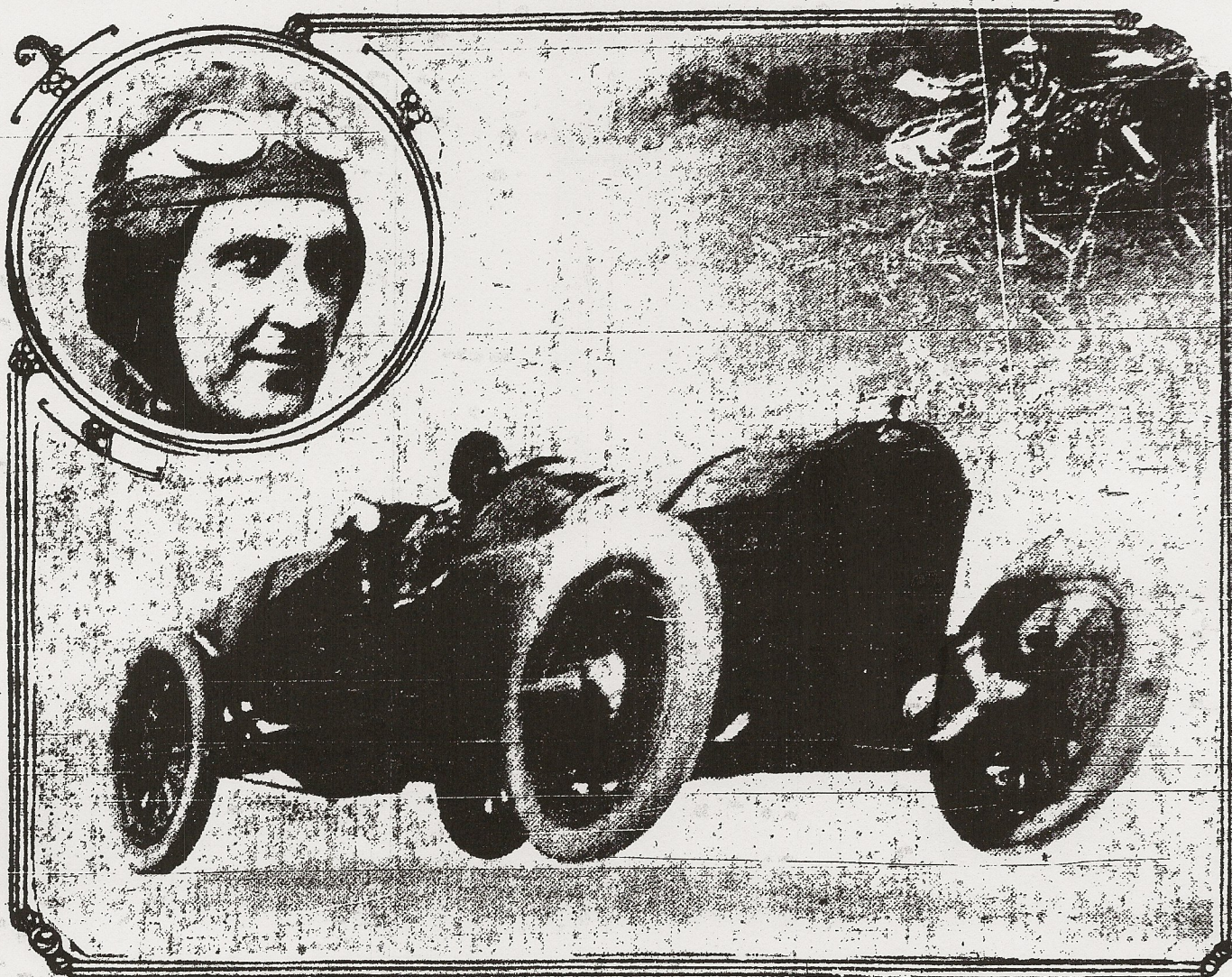
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BOXING POPULAR IN ENGLAND

Spirit of Bedouin Chief Guides Speeding Racer.



When Ray Harroun drives his throbbing yellow speed monster, the now famous Marmon "Wasp," to the starting line for the great International 500 Mile Sweepstake Race at the Speedway, May 30, once more the blood of his far-off Arab ancestors will assert itself. And who knows but that through the roar of the hidden horses of the pulsing racing cars, and amid the smoky clouds from their exhausts, may hover the spirit of that medieval monarch of all the speeding horses of the desert—Harroun-Al-Raschid—gazing down on his youngest son and urging him on to victory.

For Ray Harroun, hailed as "The King of the Speedway," is a direct descendant

of Harroun-Al-Raschid, Caliph of Bagdad. From the records of the Harroun family one may trace his forefathers back through the twenty-five centuries to the greatest figure in Arabian history. The family tree shows that the Harrouns left their far-off deserts and traveling through Europe and Ireland settled in the then newly found country of America. Five generations ago, Alexander Harroun, from whom Ray is directly descended, and his brother John, bravely fought for liberty in the battles of the American revolution. Both were wounded on the battle field, but recovered to enjoy the independence for which they had offered their lives.

The steadfast determination of the heroic Caliph of Bagdad—ruler of Egypt—to whose persistence fell the arduous task of first opening the pyramids, as well as his love for the speed of the fastest

horses of the desert, has descended to the Bedouin pilot of the rakish yellow racing craft. Victory after victory has placed the last Harroun's name among the leading racing drivers of the world. Fifteen of the greatest races of last season were won by him. Among his victories are the Wheeler-Schebler Cup Race, the Atlanta Trophy, the Los Angeles Two-Hour Race, the Remy Cup and Brassard and many other prominent events.

At the end of last season Harroun announced his retirement from the speed tracks and started his own factory for the manufacture of aeroplanes and aeroplane engines in Indianapolis, but the lure of the racing car, the magnitude of the purse and, no doubt, the call of the blood of his distinguished ancestors, brought him back to pit his Marmon "Wasp" against the greatest field of racing cars and drivers the world has ever known.

CUBS MAKE CLEAN SWEEP

ROUT PHILLIES FOR SERIES

Chicago Captures Final Contest by Bunching Hits in Sixth, Winning, 6 to 2.

game and did not pass a man, while Curtis won after giving four passes. Score:

Boston	AB	H	O	A	E	St. Lou.	AB	H	O	A	E
Butler	3	4	0	0	2	Huggins	2	4	0	1	1
Sweeney	2	4	1	1	3	Smith	4	1	0	2	0
Herzog	4	1	2	1	2	Smith	4	1	4	0	0
Miller	4	1	2	1	0	Kentchy	1	2	0	10	1
Ingrith	3	0	5	0	0	Evans	3	2	0	0	0
Goode	3	0	5	0	0	Mowrey	3	4	1	6	3
Tenney	1	3	1	0	3	Oakes	4	1	3	0	0
Rariden	0	3	0	4	1	Bresnahan	1	0	3	1	0
Curtis	3	0	2	6	0	Sallee	3	1	0	2	0

Totals. 31 4 27 18 0 Totals. 29 7 27 10 0
Boston. 0 0 0 1 0 0 0 0 0-1
St. Louis. 0 0 0 0 3 0 0 0 0-3
Runs—Herzog, Mowrey, Oakes, Sallee.
Two-base hits—Murray, Oakes. Home run—

LATE RALLY BEATS MILLERS

TOLEDO WINS GAME IN NINTH

Mud Hens Finally Break Hoodoo and Take Minneapolis Down by 4-to-3 Score.

TOLEDO, May 22. Toledo won its