

TODAY IN SPORTS

LEFT EARFUL. Funny thing about baseball—Nick Attrack. Some teams don't need him; they're funny enough as they are.

RIGHT EARFUL. Fatty Arbuckle has bought the Vernon team and will coach back of first. Right field fans can't see the game.

KING LEAR'S HITTING TOO MUCH FOR DODGERS

Hit for a Double and Triple and Scored Winning Run; New York Trims Cincinnati in Good Game.

WHITE SOX CONTINUE CHAMPIONSHIP BALL

Win from Phillies in Fast Game; Boston Hands It to St. Louis Scoring All Runs in Second Frame.

PENNY ANTE--When a Guy Breaks Even



WILLARD WILL ARRIVE IN TOLEDO TUESDAY

Will Arrange Business Affairs So As to Leave Los Angeles Saturday.

TOLEDO, Ohio, May 20.—Jess Willard, the heavy weight champion, will arrive in Toledo a week from today to start training for his championship battle with Jack Dempsey, here July 4, the champion advised Tex Rickard, promoter of the contest, to-night. Willard hopes to finish his business affairs in Los Angeles so that he will be able to start east Saturday. The champion plans to live in an apartment in the city and establish training quarters elsewhere as he requested Frank Flourney, associated with Rickard in promoting the contest, to rent a four of five room apartment for a mile east of Dempsey's camp, on the shores of Maumee bay. The place has been offered him. Despite muddy roads and a cold drizzling rain, Dempsey went through his first workout to-day, covering about six miles along the lake shore. When he returns, his clothes were coated with clay as a result of plowing through water and mud. Bundled in heavy sweaters, the challenger spent the remainder of the day digging trenches around his camp to drain off the water which swept from the bay during a windstorm last night. Denver Jack Geyer, Terry Keller, and John Lester Johnson, a negro, were instructed to report at once, to a field of Indianapolis starters before his boxing sooner than expected. Later, Ed "Strangler" Lewis, the wrestler, will be brought into camp to work with the challenger. The seat sale opened to-day and the downtown headquarters was crowded until closing time to-night.

Baseball Statistics

Table with columns for National League, American League, and Yesterday's Results. Lists teams like New York, Philadelphia, St. Louis, etc., with their respective records and scores.

ARRANGING TO HOLD OLYMPIC GAMES AGAIN

Close to Million Dollars Already Subscribed; Antwerp, Belgium, Place.

NEW YORK, May 20.—Preliminary arrangements for the holding of the Olympic games at Antwerp next year are rapidly being completed, according to advices received here from Belgium. Close to \$1,000,000 has already been subscribed, and this sum will be further increased during the next few months. Contributions to the fund have been received from various sources, some of the larger donations being as follows: Belgian government, 1,500,000 francs; city of Antwerp, 800,000 francs; Antwerp province, 400,000 francs; firms and private subscriptions, 1,500,000 francs. Mason to Enter Hardest Bout at Peoria To-night. Peoria fight fans will tonight have the opportunity to judge which is the best man of a trio of the game's cleverest performers when Frankie Mason, Fort Wayne's flyweight champ steps into the ring with Earl Puryear of Denver. Mason holds a shade over Pal Moore of Memphis, earned in their bout at South Bend, while the Memphis battler in turn shaded Puryear at Peoria some time since. The dope would seem to favor the local boxer slightly, but the task cut out for him is far from soft. It was only by the cleverest of offensive tactics that Moore was able to tip the scale ever so slightly in his favor, and as Puryear is said to pack a much heavier punch than Pal, and will possess the added advantage of from eight to ten pounds in weight, Frankie seems to be in for what may well be considered the hardest battle of his career. Hard and conscientious training, however, has put the local boy in the best form he has ever enjoyed, and with an abundance of confidence to top this off, it is figured by his backers well able to hold up his end. The bout has attracted unusual interest in fight circles of the district and will be witnessed by a large crowd, among whom will be Mason's manager, George Biemer, who will depart for the scene early in the day.

PHILLIES WIN IN NINTH

BROOKLYN, N. Y., May 20.—King Lear's hitting to-day won the game for Chicago, 3 to 2. He drove home two runs with a triple and a double off Marquard, and scored the third on Paskert's sacrifice fly. The score: A. B. R. O. A. BROOKLYN: Klutznick 3b 4 1 0 1 0; Paskert 2b 3 1 1 0 0; Marquard 1b 3 0 0 0 0; ... PHILADELPHIA: ...

RAIN STOPS OTHER GAMES

CHICAGO, May 20.—Chicago defeated Philadelphia, 2 to 1, to-day in the final game of the series. Faber, although hit harder than Johnson, was given fine support in the pinches, four double plays coming to his aid at critical times. The score: PHILADELPHIA: ... CHICAGO: ...

OLDFIELD'S BANK ROLL SAYS DE PALMA'S RECORD WILL STAND SUPREME

INDIANAPOLIS, May 20.—Barney Oldfield, America's grand old man of the racing game, takes radical issue with those who predict the fall of De Palma's Indianapolis 500-mile record of 39.84 miles an hour in this year's Liberty sweepstakes race on the Hoosier speedway, May 31, in fact, Barney is willing to bet a roll of dough to this effect. Barney's contention is that in a long race physical endurance of the driver is of more importance than the speed of the car, and that the favorites of this year's field are not equal in staying power to Ralph De Palma at the time he made his record. De Palma included. "I used to be quite a driver myself," remarked Oldfield, "but not any more. Age will tell. It is four years now since Ralph De Palma hung up his famous record, and you can bet your life he will never again be in the physical shape he was in at that time. The same thing goes for Resta, who chased him every foot of the way. "Concerning the argument of physical endurance, you may remember that before De Palma went into the lead in 1915 Gil Anderson carried the field along for fully half the distance at a heart-breaking pace. The thing that stopped Anderson at the half-way point was simply intense physical condition. Gil was tired, that's all. "Then the weather must be taken into consideration. The weather on the day of De Palma's feat was ideal for record breaking, cool and cloudy. The moisture in the air made ideal carburetion and the lack of sunshine kept the track from getting hot, saving the tires. "At this juncture Don Herr, another retired racing celebrity, driver of Stutz cars, and relief driver for Joe Dawson when he won his 1912 Indianapolis victory, ventured a few remarks on the other side of the argument. "I figure," said Herr, "that any falling off in the physical condition of the drivers will more than be made up by the greater ease of handling their flock of cars. With plenty of speed it isn't necessary to work quite so hard on the turns, and the drivers can rest up a bit every now and then, leaving them in as good condition at the finish as before. "The reason Anderson broke down in 1914 was simply that with a slower car, he had to kick her in the tail every foot of the way, and this finally got him. The boys of this year, with much faster wagons, can take it a lot easier and still beat De Palma's record. "As for the weather conditions, I figure racing tires have improved more than enough during the last four years to offset any handicap that might result from a hot day, and carburetion is a minor factor. "Despite Herr's arguments, Oldfield remained unmoved, and declared that his bank roll was prepared to back up his side of the controversy. If, therefore, gentle reader, you happen to differ with Oldfield's opinions, and have the courage to back up your convictions, you can get plenty of action for your money by writing, wiring, or personally interviewing Barney at his Cleveland address.

TRACK RECORD SEEMS DOOMED IN COMING SPEEDWAY CLASSIC

INDIANAPOLIS, May 20.—With more speed represented among the entries for the Indianapolis 500 mile liberty sweepstakes on the Indianapolis speedway May 31, than has ever been presented in a field of Indianapolis starters before, it is the consensus of racing opinion that Ralph De Palma's famous record of 39.84 miles an hour, made during the Hoosier five century of 1915, will fall. De Palma's scintillating mark was created in a car consisting of a body that a majority of those entered for this year's event, and though he was pushed to the limit to win, it is not figured that his record will be broken. Where De Palma had one man to carry him into his record breaking achievement, the great Dario Resta, who fought him neck and neck for the entire distance of 500 miles, will lead in the liberty sweepstakes will have at least a dozen snappers in his heels. A glance at the field will convince anyone that this year's melee on the huge brick oval is not destined to prove a knitting party, rather it looks the aspect of a battle royal, with everyone for himself and the devil take the hindmost. Outside of such brilliant individual performers as Ralph De Palma and Dario Resta, who are off to win at the finish of the run, and either finish in the lead or break up in the attempt, there are no less than five teams of four cars or more who can afford to run at engine breaking speed on the theory that one of their number will go through. These are the Ballou, Peugeot, Hudson, Frontenac and Duesenberg combinations, each a top speed performer, and boasting a string of the world's greatest drivers. The lads who are going to be under closest observation this year when it comes to record breaking are Ralph De Palma, Dario Resta and the Ballou crew, consisting of Rene Thomas, Albert Guyot, Louis Wagner and Paul Bablot. Ralph De Palma in his new aviation motorized Packard twin six has a world more speed than he ever had before, and for the Ballou crew their mounts are the latest product of the racing laboratory of Europe, and unless they encounter unexpected mechanical trouble, they are likely to prove the fastest of the entire.

EMMAUS PIN KNIGHTS Close Rare Season

What was in all probability the most interesting race for honors in local bowling circles during the 1913-14 season was brought to a close by the Emmaus leaguers Friday night, final figures issued by Secretary Eggers showing three teams tied for first place. The others were well bunched and the fight for place was unsettled until the closing week. Doehman had things his own way, copying the individual honors with little trouble, his average of 195 giving him a 14-point lead over E. Boster, his nearest competitor. Plans are being made to hold a post-season series to decide the league champs. The figures: Teams: ... Players: ...

NOTICE! Seneca Baseball Club will meet to-night. All members requested to be present.



HAMMER GOODWIN HARD

PHILADELPHIA, May 20.—Philadelphia to-day sent over six runs in a ninth-inning rally for another victory over St. Louis, 8 to 7. When the inning started the Phillies did not appear to have a chance, as Goodwin was pitching fine ball, but before he got the first run out the locals had made two runs and had men on second and third. Manager Ricker changed pitchers, but the Phillies kept up their hitting streak and without another man being pitched, batted in enough runs to win. The score: ST. LOUIS: ... PHILADELPHIA: ...

RUTH'S DRIVE WINS GAME

ST. LOUIS, May 20.—Ruth's terrific drive over the right field fence with the bases filled checked St. Louis to-day, Boston winning, 8 to 4. The champions scored all their runs in the second inning. A two-base muffed by Tobin, a sacrifice, two singles, a force out and a walk scored two runs and filled the bases for Ruth, who hit the first ball pitched, driving it out of the park. The score: BOSTON: ... ST. LOUIS: ...

Rules Meant Little to Race Drivers of the Early Days

INDIANAPOLIS, May 20.—Dario Resta, the brilliant Italian who bafflingly trounced on the Indianapolis speedway have been the despair of the dopsters who are trying to figure his real chances in the international Liberty Sweepstakes on the Hoosier oval, May 21, is one of the oldest and shrewdest pilots of the racing game, with as many tricks in his bag to deceive an opponent as a pomegranate is full of seeds. Dario learned his profession in Europe at a time and amid a sporting generation that classified racing with the far famed pastimes of love and war. Anything went in the old days, and Resta had his eye teeth out on some stunts by his rivals that he will not soon forget, though at present he can afford to give them the merry Ha Ha. "In the early days of racing," says Resta, "rules were drawn up to be avoided. Every conceivable trick and ruse was employed to gain an advantage over a competitor. And unless there was a most complete and careful check-up all the way along the line, an unscrupulous racing team would go to the post with a tremendous advantage over the rest of the field. "It has always been a stipulation in European racing events that cars must not weigh over a certain number of pounds. To evade this, cranks would weigh in with the cranksheets, etc., missing from their engines, together with as many other parts as could be removed without detection. The weighing station here in Paris, makers were enabled to avoid suspicion by towing their cars to the scales, on the plea that it was not practicable to run them under their own power through the crowded city. "Other means of lightening weight were to substitute wood for metal parts, even to the ball bearings, which were replaced by wooden disks and then to change back to the 14 parts as soon as the official registry of weight had been made. "In course of time racing officials came to look very closely for attempts at fraud of this sort, and successful evasion of the rules became increasingly difficult. To make it impossible for any one to weigh in with most of the engine missing, it was specified that it would have to be run 'a few explosions' while on the scales. This one competitor got around for a time, however, by weighing in with a motor made of aluminum, which would do for 'a few explosions' and shifting to the real motor immediately afterward. "Eventually it was found necessary to stamp every part of the cars when weighed with the official mark and seal of the racing association, and then to re-examine the car just before the start of the contest, to see that all the seals and marks were in place. "Another way of beating the game was the legal way, i. e., living up to the letter but not to the spirit of the rules. This was a favorite pastime in the old days, in fact no sooner did an entrant receive a copy of the latest rules than he would figure out some way to fake them in perfectly legal fashion. "I recall a couple of successful attempts at rule circumvention that were particularly annoying because they cost myself and my associates an important contest. At the time racing cars were required to have fenders of a specified width, however, the shape and position of the fenders were not indicated. "On the day of the race one competitor rolled up to the starting line with a couple of horizontal strips of metal fastened to the hood and tail of his car, and either finish in the wheel line. Investigation developed that these were supposed to be the fenders of the car, and according to the rules they proved quite within the law, being of legal width. Of course, the car won, quite remote from the wheels of the flat metal strips was much less than that of curved fenders of the ordinary type. "Another entrant in the same race, who, although he did not win, deserved to do so, on the strength of his nerve alone, simply had extended the couple of narrow rods of iron over the wheels to the required width and called these his fenders, successfully, too. "As the result of such experiences the racing code of Europe to-day takes into account every possible chance for deception and is very strict, much more so than in the United States. At the same time an improvement in the moral of the racing profession has made itself felt so that the necessity for close restriction is not nearly as great. Strict rules and an increasing spirit of fairness for the better, their mounts are the latest product of the racing laboratory of Europe, and unless they encounter unexpected mechanical trouble, they are likely to prove the fastest of the entire.

SCRUB EACH BRICK ON THE SPEEDWAY

The night before the 500-mile race at Indianapolis, May 31, one sprinkling wagon and ten men will actually scrub every brick on the two and a half mile course. This happens but once a year.

PITTSBURGH OUT-PLAYS BOSTON

BOSTON, May 20.—Pittsburgh pitched excellent baseball to-day and defeated Boston, 2 to 2. Hamilton was hit hard, but fast fielding and poor base running kept the Braves off home plate. The score: PITTSBURGH: ... BOSTON: ...

AMERICAN ARMY CREW WILL ROW AT HENLEY

PARIS, May 21.—The American army rowing crew left Paris this morning for Henley, England, to train for the Henley regatta on July 4 and 5. American rowing headquarters will be at Green Court, Henley.

ELLER KNOCKED OFF MOUND

NEW YORK, May 20.—The Giants defeated the Reds this afternoon, 7 to 5, in a heavy hitting and loosely pitched game. Eller, who previously had pitched 22 runless innings, was

BOXING AT TERRE HAUTE

CURRY, Ind., May 20.—Don Terry, Indiana lightweight champion, and Clinton Flynn of Chicago, Freddie Inok of Aurora, Ill., and Maurice Flynn of Chicago, boxed two good draws here to-night, in a double window of successful program. Sammy Butts of Chicago, beat the Dixie Kid of Owenboro, Ky., in the first round.

Advertisement for Charles Denby CIGAR. Text: 'Charles Denby CIGAR. Made Right Taste Right. Better than most ten cent cigars of today. 3 for 20. Banded for your protection. All live dealers everywhere sell them. THE HARNITT & HEWITT, CO., Distributors, Toledo, Ohio.'

GETS WORD OF RETURN OF OVERSEAS SOLDIER

Mrs. C. S. Thompson, 325 East Bond street, has received a telegram from her son, Sergeant Charles T. Thompson, stating that he had arrived safely from overseas. Mrs. Thompson and her family are expected to be home soon. Sergeant Thompson is one of the old Company E boys with the 116th Infantry of the twenty-ninth division.

PYRAMID JUNIORS WANT GAME WITH WAYNE CLUB

The Pyramid Juniors are out with a challenge to the Wayne Juniors for a game to be played at Lawton park on Sunday. Any team in or out of the city wishing to play this fast club should write B. H. Hannin, 433 Montgomery street, or phone 7239 black, between 5 and 6 o'clock in the evening. The Juniors won from the Federals last Sunday by a score of 24 to 4. Noel pitching a wonderful game for a road-rounder. He allowed but two hits and struck out nineteen men.

SPECIAL NOTICE

Advertisement for Bevo. Text: 'SPECIAL NOTICE. Good things come in small packages. QUALITY, not quantity, counts. The difference between the size of our Bevo bottle and the beer bottle used by others is two ounces—one swallow. This slight difference in quantity is their only talking point. Many copied our bottle, others tried to imitate our label and name, but none have succeeded in producing the quality of Bevo. Bevo is classified by the U. S. Government as a soft drink. ANHEUSER-BUSCH ST. LOUIS 915'

Advertisement for Theo. J. Israel. Text: 'Deliver the Goods. There's a world of meaning in those few words, but I wouldn't put such a statement in print unless I was prepared to back it up. Paul Night Clothes. Theo. J. Israel. 1011 CALHOUN ST.'

DON'T SEEK ANY COIN, JUST FAME

R. Clifford Durant, Pacific coast entry in the 500-mile victory sweepstakes at Indianapolis, May 31 isn't after the purse. He just aspires to win premier honors for the far west. He is a millionaire and does it because he likes to.

WANTED—Coal shovellers and coal to be hauled by the ton. Apply Wm. Kaough Coal Co.

PENNSY LEAGUES LOOKING FOR OUT OF TOWN GAMES. The Pennsylvania leaguers are looking for a city or out of town game for Sunday. Any team in or out of the city wishing to play this fast club should write B. H. Hannin, 433 Montgomery street, or phone 7239 black, between 5 and 6 o'clock in the evening. The Juniors won from the Federals last Sunday by a score of 24 to 4. Noel pitching a wonderful game for a road-rounder. He allowed but two hits and struck out nineteen men.

Advertisement for McCormick & Miller. Text: 'McCormick & Miller, Plumbing and Heating Engineers and Contractors. 506-07-08 People's Trust Co. Bldg. Phone 3825-3888 Red.'