

UNIT OF INDIVIDUAL

Almost Every Country Clamors for Representation at Jeffries-Johnson Battle.

FORTUNES STAKED ON FIGHT

Small Vendor as Well as Big Corporation Prepares for Unheard-of Profits.

NEW YORK, March 5.—(Special)—The first pugilistic title battle of the new year, fought at San Francisco, Feb. 22, increased the evidence which points to 1910 as a record-breaking twelve months in ring history. The interest manifested in the Nelson-Wolgast contest indicated clearly that pugilism is entering upon a great boom period. While a contest for the lightweight championship possessed in itself intrinsic value, there appears to be little doubt that the furor which has been created by the preliminaries incidental to the Johnson-Jeffries fight was in part responsible for the widespread attention which the bout received.

The fact that the battle between the lightweights attracted thousands of spectators to the ringside at Point Richmond, despite the disagreeable weather, argues well for a record-breaking attendance when the big men enter the ring on Independence day. No special attempt was made to boom the Nelson-Wolgast test, and the fight drew boxing enthusiasts from every section of the Pacific coast adjacent to Frisco.

That the Johnson-Jeffries bout will be fought under different conditions will be apparent. Despite the fact that the battle ground has not been officially chosen as yet, and neither principal has begun to make arrangements, there is a good chance at hand which indicates that all attendance records at prize fights will be obliterated when the heavyweights appear for battle.

Johnson's Court Fights Hinder.

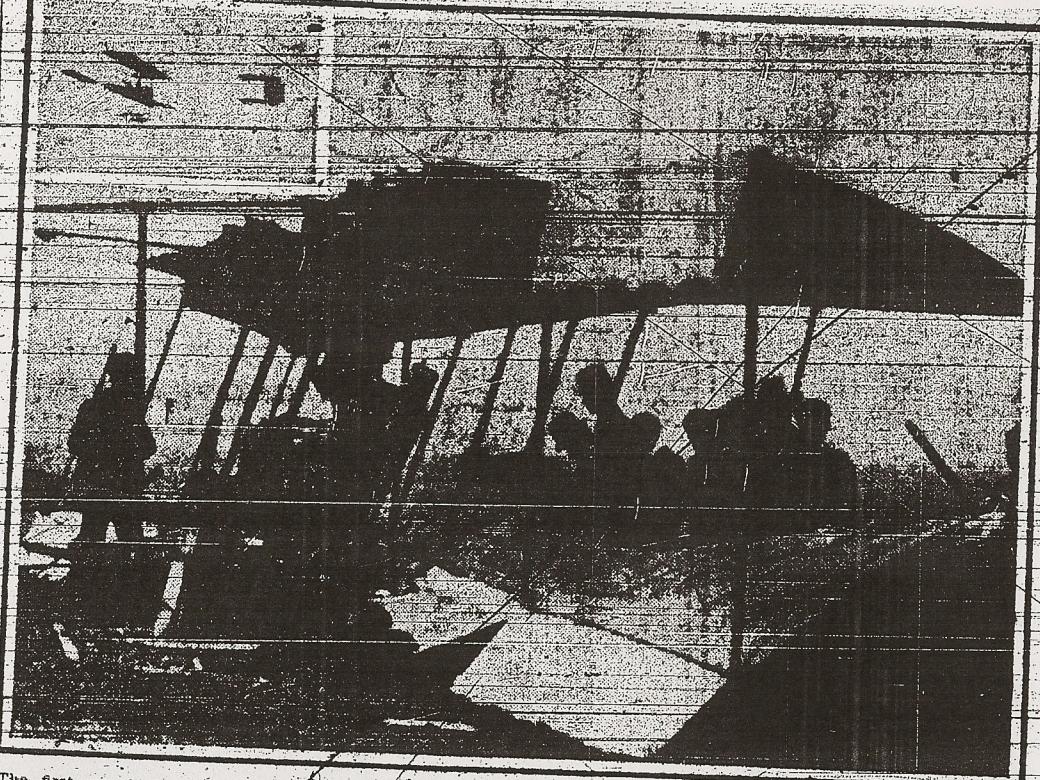
With the date of the fight still some five months away, and several ominous uncertainties, such as the outcome of Johnson's suit for assault in this city, dimming the horizon, preparations for the contest and its aftermath go steadily forward.

Both in this country and abroad scores of men are at the present time employed in arranging the details for trips to the battle site, vaudeville tours for the principals following the event, the placing of the moving picture privileges and a score of other incidentals.

That the men interested in these various enterprises are investing capital is one of the encouraging signs to the follower of things pugilistic. Ordinary business acumen would naturally prevent the taking of thousands of dollars in these incidental ventures unless there was reasonable surety that the big fight was to be held.

At the present time it appears certain that the purse of \$101,000 will be a small portion of the money that will be at stake on the outcome of the fight. Aside from the cost of the erection of the amphitheater \$10,000, and the providing of the purse some hundreds of thousands of dollars will be tied up in commercial ventures, the success or failure of which will hinge on the Independence Day attraction.

It is estimated that the gate will be \$200,000, with 50,000 seats in the amphitheater. So confident is Frisco that the battle will be held there that the citizens are already planning to entertain thousands of vis-



The first man-bird to rise from the speedway aviation nest was George Curzon, who yesterday made several successful flights only to suffer a wreck just before quitting time. He was only a few feet above the ground when his engine stopped and his craft shivered like a rudderless boat and then crashed to the ground. Mr. Curzon escaped injury, except for a bad jolt and shock. He made several ascensions, all the time hugging the earth and covered almost every foot of the big Speedway. He had placed the Farman biplane in the large aerodrome for the night, but decided to take one more flight, as the wind had died down. He shot out of the big building like a bat from a barn and started heavenward. When a few feet from the ground his engine began to cut up and suddenly stopped. Mr. Curzon crashed into the ground, and then exploded to pieces. Luckily the aviator had another propeller almost finished, at the Speedway aviation shop, and declared he will be ready to continue his practice within ten days.

The engine was not damaged, although the drop to the ground was a hard one. The plane was torn and broken, but will be repaired in a short time. Mr. Curzon is giving himself flying lessons at the Speedway to be in practice for the several aerial contests scheduled for the local course this summer. He is the first aeroplane to make ascensions in Indianapolis.

BILLY PAPKE LOSES CAST

ACCUSED OF HITTING MIDGET

BIG FIGHTER'S ALLEGED ASSAULT ON 110-POUND MAN CAUSES INDIGNATION IN PARIS FIGHT CIRCLES.

PARIS, March 5.—Billy Papke, the Illinois thunderbolt, who came into Paris with a flourish of trumpets, haltered at the world's champion at the middleweight, will beat a hasty retreat, a discredited person, with his fellow Americans and new found Paris admirers, who turned out to welcome him, sneering at the mere mention of his name.

The sudden change in the aspect of things was brought about by a cowardly and unprovoked assault committed by Papke on the small body of Dan McKeith, whom he had low with a vicious and most cowardly blow dealt from be-

PARIS DEAD THROUGH JEALOUSY AS FAR AS BILLIARDS IS CONCERNED

Academies Closed To American Players, Whose Success Created Stir, and Game Is Almost Forgotten as Result.

BY WILLIE HOPPE.

American billiardists will note with some amusement the complete decadence of the Paris academies, which a few years ago enjoyed the utmost prosperity, chiefly due to the presence in them of players from the United States. Recent information from the French capital is to the effect that the academies are in a condition of stagnation and that players who received as high as 100 francs (\$20) to 150 francs (\$30) a night a few years ago are now fortunate to get 15 or 20 francs a night. The result is that the academies are deserted and the American tourists, who formerly flocked to these resorts to see their favorite players, now stay away, as the French experts now in the game think they are passé.

This result is due entirely to the jealousy on the part of the French players, who were piqued by the success of Sutton, the

We Make Only \$25.00 Suits and Overcoats

We propose to make to measure for \$25.00 Suits and Overcoats, silk-lined, from fabric you pay other tailors \$40.00 up for. This statement is rather strong, you think, but if we were not sure of our ground the statement would not be made in our opening announcement.

How can we do it?

This is a long story.

Come see and if you don't find the facts as stated, don't buy. We have the new processes which enable us to do these things. And that we can do it is all you care for. You will be told it can't be done, and if we did business the way the other fellows do we could not do more than they are doing. But it's different here. So different, that after we are known we will be busy

All Garments Silk Lin

Boxer Anxious for Chance at Wolgast

FRANKLIN MEET WI

Start Off With



The Y. M. C. A. Franklin College local's gear by Franklin athlete and took the dash. Each team Rockaway, first place in made a new road symposium, as he six inches. Much in the 220-yard event, Monroe is the p one-fifth of a piece. The feature of the game run won by Blaney of Franklin, only to have Y. M. C. A. It is the last th and the changes. A desperate spe

WEEK DISCUSSES MOTORCYCLE ENGINE

John B. Hart of Chicago Re-
views Development of Two-
Bladed Motor Vehicles.

BESTS' VALUABLE HINTS

Known Authority, Who Ad-
vised Y. M. C. A. Recently,
Gives Pointers for Riders.

BY FREDERIC B. HART.

Written Especially for The Star.
A notable feature in the development of motorcycle engine is its marked increase in dimensions and power since the days of the earlier models. First American motorcycles, like the types of American automobiles, largely copies of European machines leading pioneers of motorcycle construction in Europe were Mr. Dion, Mr. Werner and Astor.

These motors of the first three were in many respects identical, as measured from present standards of small of high speed and enormous speed. One of the first motorcycles, for example, had a cylinder approximately 2½ inches, with a bore of only about 2¼. In fact, these could fairly be used today as charms significant of the membership.

Astor's motor was a much larger one and much more closely resembled those of the present day.

The pioneers in American motorcycle manufacturers were the Thomas, Mitchell and Orient Companies. The first Thomas motorcycle closely resembled the European Werner with a single motor secured to the lower frame tube. This was almost identical except in size, the

RULES FOR INDIANAPOLIS AUTO SHOW WEEK CONTESTS.

The rules were made yesterday for the contests to be held at the Indianapolis Motor Speedway during the Indianapolis automobile show week, which begins March 28. These contests and the moral parade are to be the red-letter events of the show. The officials for the contests were announced yesterday.

Referee—Law Whippleman; Judges—Charles C. Moore, H. O. Smith, F. C. Dawson, J. A. Atkinson; Clerk of course—George Dickson; Assistant clerks of course—J. A. Barclay, Harry Hammond; Starter—Harry Ruhn.

WILL Enforce Rules.

The contest committee will enforce rules without favor; any contestant disobeying the order of the starter, or any of his assistants, or the committee's representatives, will be subject to immediate disqualification. The winner will be announced by the committee as soon as it is possible to tally the scores.

Entry—Entrant accompanied by an entry fee, which will be retained if car starts in competition, must be made on regular forms and forwarded to the Indianapolis Motor Speedway, 100 North Meridian Street, Indianapolis, Indiana. The entry fee will be given five rings and while passing these rings at a given distance from them will be required to throw the rings separately, with the object of hanging as many on the pins as possible. The pins will carry values of 1, 2, 3, 4, and 5, and failure to place a ring on each will result in a penalty equal to the value of the pin.

Sec. 1. Potato Race.—Each competitor will be given ten potatoes. There will be distributed along the course ten regular forms and forwarded to the Indianapolis Motor Speedway, 100 North Meridian Street, Indianapolis, Indiana. The entry fee will be given five rings and while passing these rings at a given distance from them will be required to throw the rings separately, with the object of hanging as many on the pins as possible. The pins will carry values of 1, 2, 3, 4, and 5, and failure to place a ring on each will result in a penalty equal to the value of the pin.

Sec. 2. Balloon Contest.—Ten toy balloons will be anchored to the track at varying intervals, half being on one side and half on the other side of the course. It will be the duty of the driver to run over and burst each of these balloons. Those placed on the right side to be broken by the right front wheel; those on the left side to be broken by the left front wheel. A balloon which is touched but not broken or dislodged from its anchorage will count as a minus and will have a penalty of ten points.

Sec. 3. Circus Ring.—A ring two feet in diameter will be suspended five feet above the heads of the contestants, and the companion of each contestant passing his gap when approaching the ring

again. Failure to throw the hat through three points penalty; striking the ring and not passing the hat through four points; failure to catch cap going through ring or not five points.

Sec. 4. Juggling Contest.—Contestants must drive on high gear in a course marked by confetti and leading between obstructions, the driver's companion to hold a ball in a receptacle provided by the committee. Each competitor who successfully carries the ball to the finish will be given ten merit marks. Each obstruction hit in this contest will give one demerit mark.

Sec. 5. Cone Rack.—Bullseye pins will be placed at intervals along the course and the companion of the contestant will be given five rings and while passing these rings at a given distance from them will be required to throw the rings separately, with the object of hanging as many on the pins as possible. The pins will carry values of 1, 2, 3, 4, and 5, and failure to place a ring on each will result in a penalty equal to the value of the pin.

Sec. 6. Tether Board.—Each competitor will be given ten potato. There will be distributed along the course ten regular forms and forwarded to the Indianapolis Motor Speedway, 100 North Meridian Street, Indianapolis, Indiana. The entry fee will be given five rings and while passing these rings at a given distance from them will be required to throw the rings separately, with the object of hanging as many on the pins as possible. The pins will carry values of 1, 2, 3, 4, and 5, and failure to place a ring on each will result in a penalty equal to the value of the pin.

Sec. 7. Balloon Contest.—Ten toy balloons will be anchored to the track at varying intervals, half being on one side and half on the other side of the course. It will be the duty of the driver to run over and burst each of these balloons. Those placed on the right side to be broken by the right front wheel; those on the left side to be broken by the left front wheel. A balloon which is touched but not broken or dislodged from its anchorage will count as a minus and will have a penalty of ten points.

Sec. 8. Circus Ring.—A ring two feet in diameter will be suspended five feet above the heads of the contestants, and the companion of each contestant passing his gap when approaching the ring

again. Failure to throw the hat through three points penalty; striking the ring and not passing the hat through four points; failure to catch cap going through ring or not five points.

General Regulations.

Entries for these contests will be limited to gasoline cars.

Entries will be received from dealers who are subscribers to the fund of the Indianapolis Automobile Trade Association, or from private owners recommended by such subscribing dealers, the committee reserving the right to reject entries.

All cars entered must be strictly stock cars and carry at least full catalogue equipment throughout the contest.

Contests begin promptly at 12 o'clock and competing cars must be on hand one-half hour earlier to receive instructions and get official numbers.

Drivers must sit in seats throughout each section.

Cars must be driven on high gear in all contests except tether board and drivers must have feet off clutch and brake pedals or levers.

No reversing of car in any part of the race, except in the tether board.

Each contestant must go through the six sections in succession.

Disqualification in any section counts 25 points.

No advertisement, other than the official number, and the regular demonstrator name plate must be used.

Competing cars may carry any number of passengers, but must carry one who will be the safety participant and be seated beside the driver, except in tether board contest, when driver only will be allowed in car.

Winner to be contestant with most merit marks or fewest demerit marks.

The entrant must sign an entry blank releasing the Indianapolis Motor Speedway and the Indianapolis Automobile Trade Association from all responsibility or liability in case of accidents.

dimensions of the motor being 8x3. The comparative weakness of these engines was readily understood from a mechanical consideration of the motor.

For traction purposes they were ordinary leather belts, such as are commonly used on sewing machines and similar light machinery. In fact, the maximum power of the little Thomas motors could seldom exceed one-eighth to three-quarters mechanical horse power. The Mitchell motor being a little larger was slightly more powerful, but he claimed to exceed the Thomas in weight sufficiently to hold the balance about level.

The Orient was a radically different proposition. It was a big, heavy machine

weighing close to 1000 pounds.

bounds. Some of them were fitted with

Astor engines 3½x4 or thereabout.

It had a flat belt drive and except in the matter

of excessive weight resembled some of the

present day machines.

In discussing the motorcycle engine for the benefit of the novices it may be well to take up the definition of mechanical horse-power and the term "two-and-a-half circle." The term "horse power" as applied to gas engines is little more than an arbitrary term. It is based on the power required to lift 23,000 pounds one foot in one minute or any proportionate equivalent duration. It was further taken to represent the energy that could be exerted by an ordinary man and pound horse power easily for ten hours. The man thousand-pound horse would ordinarily be capable of exerting numerically at least ten times that power.

Without going into the losses incident to applying this power internally as in driving the roadster from the hub and externally as in pulling from an outside base, it will readily be seen that it is necessary to equip the power driven machinery of any sort with an engine having a maximum far in excess of ordinary requirements in order to have the necessary surplus power in time of stress.

admit the vapor charge to the cylinder freely and without too rapid travel through small passages. The exhaust pipe must be large enough to allow the free and almost instant emission of the burning vapor. Delay in this inevitably results in overheated motors, pitted valves and numerous troubles resulting from these conditions.

An essential feature is the correct timing of the exhaust valve. It must open sufficiently before the piston reaches the end of its stroke to allow pressure in the cylinder to drop to zero by the end of the stroke. Delayed opening of the valve will result in overheating, pinging and severe strain on every part of the engine and if continued will cause the piston to break off or the stroke under pressure the piston is bound to be disastrous to bearing, crank shaft and even to the cylinder and piston. If the opening is too early a part of the power will be lost thereby, therefore it is extremely necessary that this adjunct of the motor be absolutely correct both in design and construction.

Some motors are provided with an adjustable timing device on the exhaust valve, but many manufacturers prefer to make this a fixed adjustment believing that the effects of wear are less to be feared than the misguided efforts of the owner.

As to the intake valve these are of two types commonly termed automatic and mechanical. The automatic valve is held in closed position by a spring sufficiently strong to seat it properly but sufficiently flexible so that the suction of the intake stroke will draw it open and allow the gas to pass freely through.

There has been considerable discussion as to the comparative qualities of the two types of valves. The automatic valve has materially less parts to be subjected to wear and thereby interfere with the proper timing.

Special Automobile Roadster Equipment Proposition

For Two Weeks Only

We will equip your roadster or runabout with a class leather top	\$50.00
All Brass Folding Automatic Glass Front	\$25.00
Brass Bumper	\$15.00
Speedometer	\$15.00
Solid Brass Tire Holders	\$6.00
Car putting parts on car	\$5.00
Car putting parts on car	\$2.00
Car putting parts on car	\$7.00

One-day Clock guaranteed

323 MASS.

Indi

208-M
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JRC ENDS UNEASINESS

The In Last Half of Ninth
Grabbing Langfitt's
Grounder.

BY H. G. COPELAND.

Texas, March 6.—Victory the last, but by a narrow margin. Waco Texas Leaguers gave visitors a run for their money in the first game of the second half of the Browns' bid back to the hotel the long they can them down here, came the moors, but the uneasiness in the last half of the ninth, Jimmy Murphy grabbed Langfitt's cut him off at first.

He his double infield and his field a chance to show what left after the warning up the first day out, and the in selected for the first half.

It got away so well that it might be good-night long time. Developments showed he made a good bet in this Texas

position that some zealous fan

had advised the troubled chief

the Browns to instruct his men

to kill the ball, but slip over to the "mugger." Perhaps that is of the Waco trip. Who knows the twenty-seven varieties

of this Texas leaguer an indirect confirmation of

most critics' opinion that Texas

now broke up the game today

in left field and the right field

pitching targets.

Me Some Local Games.

Two amalgamated Yankees

got together at the critical

moment of the game in the matter

Worm games have

at Washington Park than

played in the baseball world occurred

here today when both parks were com-

fortably crowded by "fans" from all

over the world sojourning at this health

resort for health or pleasure. The Cincin-

nati Reds were nosed out by the All-

Star Majors and Majors. Scores:

Cincinnati, 0-2-4-0-0-1-0-0-8-1-1-2

All-Stars, 1-1-0-0-0-3-1-1-0-8-0

Batteries—Spaulz, Chasney, Heister, Johnson,

and Roth; Anderson, Furchner, Hosp, and Clark.

Veteran Cy Young, Addie Jones, and

others pitching for the All-Americans

triumphed Bill Dahlion's Brooklyn outfit

which made their debut under new man-

agement. Young simply drilled with

the like the country boy wear-

ing a straw hat at a circus, only

to took Williams' place at

temporarily disabled when a

pitcher who ran for Gordon

pitched over Orth inside

the line and right past over

the plate. He struck out for

the game and had chased back

the room. It was up to Gordon

to keep his new

home base in the game.

Lewis Turns Tide.

Our first battle of the year

was serious proposition, when

the bases in the first inning

the first man in and passing

the Hope bobbled, filling the

first run in. Hope got

out and figured in the next

single run put the Wards on

the performance of Callen

and Lewis in the opening

hitting tourists could not slip

more until the fourth

Lewis started off with a

the third on Williams' double

Hope's two-base hit.

It was gratifying to Capt. Hoffman and

Manager Chance on account of the good

showing of the youngsters. The

third on Williams' double

Hope's two-base hit.

for the fended for a home run

the fended for a home run