

WELSH HOT AFTER WOLGAST

Welshman from Wales Seeks Lightweight Toga in Earnest.

"ABEY" WOULD TAKE A REST

San Franciscoan Ready to Offer an Alluring Purse to Bring Two Together and Fight Would Attract Many.

NEW YORK, May 14.—It is indeed a fact that news travels fast. It was not long ago that little Ad Wolgast, the Milwaukee boxer, who prides himself on being the world's champion lightweight, stated that he was not going to fight until he had a good long rest. Wolgast may be a good little fighter, according to Freddie Welsh of Pontypridd, Wales, but there is one better. Very modestly, he is known as the best lightweight in this same Welsh.

Freddie, in some way or other, got wind of the news that Wolgast means to stay out of the ring for a while. But the Milwaukee man will not be allowed to follow out his plan if Welsh has anything to say in the matter. The feat of it is that Welsh contemplates canceling his fight with Paddy McFarland, scheduled to be fought in London soon, and instead will come to this country in an endeavor to get a match with the lightweight champion. Over in the old world Freddie has some reputation as a middleweight. An odd fact about him is that he is a vegetarian. He claims this helped him to win the English lightweight championship, which he now holds.

Wanted to Meet Nelson.

When the light-haired Dane, Battling Nelson, known to ring followers as the "former champion," held the title, Welsh wanted to come to this country to meet Nelson for the world's championship. Nelson, however, never took Welsh seriously and a match was not arranged. Those who have seen both men in action declare that Welsh was a capable opponent and that he was no mean fighter. So now Welsh says he will give Wolgast the chance to turn him down.

Whether Wolgast will consider the alluring purse Hester is said to have offered is not known. Wolgast not long ago said that he wishes to take things easy for a while, now that he has become the champion. Ad is spending his time doing vaudeville stunts and telling his audiences how he put one over on the Battler. And not slighting the latter, it might be well to state that Oscar Matthew Battling Nelson is spending his time in the same way—only he tells those assembled "just how it happened."

Reports from the west also state that since Wolgast has become champion he means to do a little dictating as well as the others. Recently he was quoted as saying that he would not go into the ring unless a \$30,000 purse was hung up. He is said to have stated that for this amount he would fight anyone who wishes to sign up with him for a forty-five-round contest. However, it is thought that Ad will think twice before he passes by that offer of Hester's.

If these two men could be matched it is safe to state that the battle would draw a big crowd. Hester said that he would stage it a week or so before or after the big fight at Emeryville. At that time there will be a record breaking crowd to draw from. There will be thousands of out-of-town persons in San Francisco at this time who would not miss the opportunity of witnessing a battle of the light weight championship bout, and it is thought that the gate receipts would be as large, if not larger, than those which have characterized previous fights in the lightweight division. Many fans declare that the battle would draw even a greater crowd than did the Nelson-Gans battle.

SAVE HORSE BREEDING INDUSTRY FROM RUIN

New Organization Formed in New York for This Purpose.

NEW YORK, May 14.—In announcing the formation of the new organization to be known as the "New York Trotting Horse Breeders' association," the president, prominent breeder in charge of the matter, called special attention of all citizens of the empire state, members of the New York state senate, and farmers in general to the fact that under existing conditions something must be done, and done quick, in order to save the great horse breeding industry from going into total ruin.

It is also stated that the taking up of grand circuit dates for a big harness meeting at Empire City track next August, the chief aim of the backers is to encourage speed contests as the only means through which the quality of the state's and country's horse stock can be improved and their real merit ascertained.

Part of the circular sent out to those who have not yet subscribed their names to the list as members of the new association reads as follows:

All signs point to the fact that there is going to be a tremendous demand for trotting-bred horses in the near future, from all sections of the globe, especially from New Zealand, Australia and several countries of South America, to say nothing of Europe, which took more trotters from this country last year than for the three previous years combined.

This great prospect for a demand for our trotting-bred horses is assured to a certainty, and the breeders of New York state, who own the largest and most prominent stock farms of the country, might just as well have their share of the harvest as the breeders of Kentucky, Ohio, Illinois or any other state.

The list of membership now contains an even dozen names, who stand as patrons and backers of the coming grand circuit meeting as the first step for the proposed association, and who have already subscribed \$50 each to safeguard the meeting against any possible loss.

After the association is fully organized a course of action will be planned, and the work of advancing the breeding industry and improving the quality of harness horses will be carried on systematically.

Basket Ball Rules.

PHILADELPHIA, May 14.—Announcement was made the other day that the annual meeting of the collegiate basketball rules committee will be held in New York on June 2. Delegates from all sections of the country will be present to discuss changes in the rules for next winter.

Canadians to Compete for English Prize

Colonists Plan to Give Johnny Ball Run for Diamond Skulls at Regatta.

FOR ONTO, May 14.—It is a possibility that three Canadian oarsmen will compete for the diamond skulls, which is one of the feature events of this year's Henley regatta in England.

Leo Scholtes and James Cosgrove are already in training for the event and now comes the announcement that O'Neill, the Halifax oarsman, may also compete. O'Neill won the American amateur sculling championship at Detroit last year.

Both Scholtes and Cosgrove have started to prepare themselves for a grueling race, in which they will compete for the world's premier sculling title. Cosgrove has a new Sims shell, which he will use at Henley in July. It is made of Spanish cedar, weighs twenty-three and a half pounds and is four and a half inches deep and a half inch wide, and has a hip of five and a half inches. Its length measures twenty-five feet. Cosgrove says he is pleased with the lines of the boat and thinks that he will be able to make better time in it than in the old Clasper shell which he used last season.

Leo Scholtes expects to win the title again this year. Since he has gone into light training he says that he feels fit and that when he gets down to real hard work on the river he will surprise the rowing world. Scholtes has captured the event before and is known well to train for it. His boat is similar to the one which he used last year. The only difference between the two is that Cosgrove's shell is a bit beamier, due to the difference in weight of the men who will row them.

If O'Neill decides to enter the diamond skulls, Canada certainly will be well represented. At the same time there are English and local rowing enthusiasts plan to arrange a match between them. Whether this plan will go through, however, is a matter still to be decided. The real cause why the promoters wish to get the men into action before they go abroad is simply to give rowing followers a chance to figure out the Canadians' chances in capturing the single sculling honor.

Mallet Headed Putting Barred

Authorities of St. Andrews Put a Ban on Queerly Shaped Clubs.

NEW YORK, May 14.—In Scotland the baz has been placed on mallet-headed putters by the authorities of St. Andrews and the move is likely to make trouble. Many of the best American players have taken to the queerly-shaped clubs for work on the green. Traveling among them, if they are to the St. Andrews rules, they will have to change their style of putting, and it is certain that many of them will balk. Putting is one department of the game, in which the amateur compares favorably with the professional, but there is a divergence of opinion whether the difference in putting is due entirely to the mallet heads in the clubs. Many are inclined to think there is more in the man than there is in the club. Professionals are notoriously careless in the matter of putting and have lost hard-fought matches time and again through slipshod work on the green.

This matter, however, implements the rule of the old trouble in the pole vault. Almost anything qualified as a pole. An English vaulter years ago appeared with a pole shod with a spiked tripod. This he stuck in the ground and climbed hand over hand. His American opponent complained of the unfairness of the man's feat, and the rule to prevent borrowed stipulations and hopped over the bar at an unheard-of height. The rulemakers promptly framed a reasonable restriction and that ended the trouble.

RACE FOR COBE CUP TO BE AT INDIANAPOLIS

Change of Big Annual Competition from Road to Track Event Considered Significant.

The announcement that the Cobc cup automobile race will be held at the Indianapolis speedway on July 4, reflects the growing popularity of motordromes in this country. There are many motorists who lament the transition of the middle west's road race into a track contest. There is a certain glamour about a big road contest that appeals to the ordinary spectator. However, despite the fact that the Chicago Automobile club has put road racing in the discard in favor of the track proposition, the middle west will not be without an important road race this season. Plans are being completed rapidly for the Chicago Motor club's contest, which will be held at Elgin.

To those in close touch with automobile affairs the news that the Hoosier speedway had been chosen for the Cobc cup contest did not occasion surprise. It was known that the Chicago Automobile club suffered a large deficit from the running of the Cobc contest over the Lowell-Crown Point course last summer. The expenses were great and the returns were all out of proportion to the cost. Consequently, the race was terminated. A course had to be selected where the financial returns would be greater in comparison to the expense than those of the ill-fated Indiana venture in 1909.

During the last winter there was some talk of building a speedway in Chicago for the purpose of holding the Cobc cup and other races. This project is still before the Chicago Automobile club and, it is thought, will be carried out in time. It is out of the question, however, to construct a motordrome at this late date in time for the 1910 revival of the Cobc cup contest. Accordingly, Indianapolis was taken as a last resort.

The Hoosier course is lucky in getting the Cobc race. The popularity of the event was at its height last summer when thousands thronged the Lowell-Crown Point raceway. That a big attendance will feature Independence day at the Indianapolis speedway appears to be a foregone conclusion. Certain it is that a great number of motorists will journey from Chicago to witness the changed condition of the Cobc race.

Murphy and Atell Matched.

NEW YORK, May 14.—Abe Atell and Tommy Murphy, the local crack-a-jack lightweight, are going to have it out again in the squared circle. The Lowell-Crown Point raceway. That a big attendance will feature Independence day at the Indianapolis speedway appears to be a foregone conclusion. Certain it is that a great number of motorists will journey from Chicago to witness the changed condition of the Cobc race.

Atell and Murphy have been matched to meet for ten rounds at the stage of the National Sporting club on May 25. Murphy has been pleading for a return match with Atell ever since their recent meeting and he is still of the opinion that he can beat him. When Tom O'Rourke offered Atell and Murphy the above date at his club, Atell accepted it with great pleasure.

POINTS OF THE MOTOR CAR

Important Essentials for the Consideration of Purchasers.

SIZE, WEIGHT, POWER AND DRIVE

Expert Tips on Auto Construction and Operation Based on Various Uses of the Machine.

In choosing a motor car, an in choosing a horse, one must first make up one's mind as to the requirements to be met, for the utility of different patterns of cars, like that of different breeds of horses, is to a certain extent limited. In fact, a fairly satisfactory compromise may be arrived at. By different patterns of cars I do not mean different bodies, for on that score a purchaser who has never seen a motor at close quarters can be depended on to know better than any one can tell him what is most suitable for his purpose. With the immense variety to choose from nowadays—limousine, semi-limousine, landaulet, touring car, runabout, etc.—the finer distinctions are mostly a matter of personal taste, and interchangeable bodies for summer and winter, or town and country, are always procurable.

The chief points then for the purchaser to consider, whatever may be his requirements, are: Proportion of weight to horsepower, method of drive, method of ignition, gearing and certain broad lines of engine construction.

Excessive weight is, above all things, to be avoided; tires are by far the largest item of expense in the upkeep of a motor car; and the extra wear and tear on them means considerable superfluous expense. There is no reason why any car should weigh nearly 4,000 pounds unless it is intended to carry freight; the least weight consistent with safety and rigidity is desirable.

Concerning Horsepower.

Horsepower, on the other hand, is quite a different matter, and high rating is always preferable to low, regardless of speed requirements. One often hears a man say: "I am no speed man; my car chiefly for town use, so I don't want excessive horse power." This is a natural but fatal error, for it is especially for town use that power is wanted. It is well known that the power of explosive engines increases in proportion to the number of revolutions per minute and many cars which will give forty horsepower at forty miles an hour will not show five at sixty. To explain this more fully, 1,500 revolutions per minute may be taken as the fair average speed of a motor engine doing its best, and 500 as the lowest speed likely to be used on the high gear; the diminution of power as the number of revolutions diminishes may be judged by the following figures taken from the specifications of one of the most popular models in America: At 1,500 revolutions per minute, 57.5 horsepower; at 1,000 revolutions, 35.2 horsepower; at 800 revolutions, 20.7 horsepower; at 600 revolutions, 15 horsepower; and at 300 revolutions, 11.5 horsepower. Unfortunately most cars show a much greater diminution of revolutions per minute. It is, therefore, most important that the purchaser should know at what number of revolutions per minute the car is rated. American rating means the power developed at 1,500 revolutions per minute, European at 600.

Tribute to Fisher

"Red" Fisher, who was with the Omaha team last year, is coming in for prominence and much commendation in the public mind, according to the power required, is a potent factor in economy and flexibility.—N. Newham-Davis, in Country Life in America.

The occasional attendant upon baseball games of the professional kind has little cause to complain that wonderful achievements are not brought to pass at every turn. The highest compliment that can be paid, with complacency, to the rapidity and accuracy which mark the work of all the players.

Drives and Gears.

Of the two methods of drive, the cardan-shaft has increased in popularity at the expense of the chain-drive, chiefly on account of its noiselessness, and in all but the largest cars, it has justified its position. For heavy cars, however, the chain-drive has undeniable advantages; it is stronger, less liable to damage, and, moreover, is capable of repair on the road in case of a breakdown, which a shaft-drive practically never is, as failure generally means stripping of the pinion shaft. Another advantage of the chain is that the power may be increased, of course, at the sacrifice of speed—by changing the size of the sprocket-wheels, so that on a long tour the approach to a mountainous country may be deprived of its terrors by having a couple of spare sprockets and suitably sized gears in the kit to give the power required. These are changed again, upon entering a flat country where speed is of more importance than abnormal power.

Gears on all but the smallest runabouts are invariably of the sliding type. Between the "progressive" in which the gear-lever has but one movement, directly backward and forward, and the "selective" in which it runs on two connected shafts, and must be slipped from one to the other in changing, the choice is mostly a matter of taste and habit; while the former appears simpler to the novice, the latter is a general favorite with experts, and is really the easier to manipulate; but anyone will quickly become used to either. Many gears are now made "foot-proof," that is, they are arranged so as to make it almost impossible to slip in the reverse inadvertently instead of one of the forward gears. The ratchet (progressive) gear lever, too, is an advantage to the novice, as with it he cannot leave his gears imperfectly meshed and thereby likely to slip out, the inevitable result of which would be a "racing engine," and the probability of having to slow down and start on a lower gear.

Methods of Ignition.

Between the two methods of ignition, jump-spark and make-and-break, there is very little to choose; while the latter is less liable to functional disorders, it is also less easy of adjustment in case of failure, and it is susceptible to wear and tear as the action is mechanical. I would accept either method with equanimity in a car that suited me in other respects.

Generation of the electric current for ignition is effected in three ways, by dry cells, by storage batteries (or accumulators), and by magnets, the last being the latest method. The disadvantages of each are that cells wear out, accumulators require recharging, and magnets give a spark the intensity of which is in direct ratio to the speed—with which they are driven. In slow running, when the best spark is required, the magnets are at their worst; moreover, a car cannot be started with a magnet without "spioning" the engine. With cells or accumulators it is theoretically, though not always practically, necessary to turn the engine only far enough to pass the igniting point in the cylinder that is nearest compression-point. The fit is made method is to combine the magnets with either cells or accumulators, using the latter to start the car, and then switching on the magnets as soon as the engine has attained speed. In make-and-break ignition, low-tension magnets are used, with the jump-spark either high or low tension. The high tension obviates the necessity of a sparking-coil, which is necessary with the low, but as the coil must be on the car when batteries are used for starting purposes the disadvantages of the low-tension magnets is not so potent in practice. The wiring from high-tension magnets is much more complicated than that from the low-tension. Whichever be used, the combination of magnets and coils or accumulators is the plus ultra of efficiency.

Engine Construction.

Into technical details of engine construction it is impossible to enter at length in the space of this article, but there are a few points well within the comprehension of the ordinary purchaser which he will do well to bear in mind. In the first place, a good engine is a silent engine; a noisy one is also faulty, a bad one, and stands self-condemned, as noise means wasted energy and undue wear from imperfect workmanship. Six cylinders are becoming more and more fashionable, and undoubtedly more than compensate for the additional weight by giving a more equal torque. As a four-cylinder explosive engine, each cylinder has one power stroke out of four strokes of its piston (or two revolutions of the crank shaft), a four-cylinder engine gives one power stroke with each half-turn of the crank-shaft, therefore a six-cylinder engine gives a power stroke with each one-third revolution of the shaft, producing a more continuous twisting impulse, or as it is technically termed, "a better torque." The disadvantages of the six cylinders are an undesirable lengthening of the crank-shaft, and the introduction of a third more factors of error into the working of the engine, involved by the additional cylinders. But the older and more experienced men in American tennis would not be successful in the tea and win the right to challenge the Australians for the cup which Dwight Davis contributed for competition. The Davis cup committee of the National Lawn Tennis association declares that they are jubilant now that the tennis ranks are strengthened by Wright. Already arrangements are being made for the preliminary ties and the committee, it is reported, will decide upon Wright as captain and manager of the American team.

Veterans Won't Leave Country.

America has any number of good men from whom to pick an international team, but the older and more experienced men cannot afford to take the time to play out of this country, which the Davis Cup matches necessitate. In this list are Larned, Cletcher, Hackett and Alexander, a team which, tennis experts declare, would probably bring back the famous international trophy were it to play in the Antipodes. As matters now stand, a team must be chosen from the younger men. While these are star performers they lack the real fine points of the game which are requisite for victory in an international match. The overwhelming defeat the American players, Maurice McLaughlin and Melville Long, suffered in Australia proved this fully.

Wright Back on Court.

Brilliant Tennis Player Seeks to Regain Championship.

DAVIS CUP CHANCE BETTER

Net Men Declare Bostonian's Return Will Increase America's Outlook for Beating Out the Australians.

NEW YORK, May 14.—After practically a year's idleness with the racket, Beale Wright of Boston, who dazed the tennis world five years ago by displaying brilliant flashes of court generalship, has decided to return to the game to seek more honors on the grass and turf courts of the country. The fact that the former national singles title holder is to again take up the racket is not only of especial interest to followers of the game as well. To state that Wright will probably have the least rest which will meet England in the challenge ties at Wimbledon is a fact that will create unusual interest throughout the entire tennis world.

Wright, it will be remembered, was one of the strongest tennis players this country boasted of five years ago, and it is declared that he is regaining his old-time form. He recently won the Florida state tournament, and his work against tennis stars there bore out the fact that he still possesses championship ability.

In every sense of the word is Wright a veteran, and now that he is to re-enter the field his entry will give confidence to American tennis which it be successful in the tea and win the right to challenge the Australians for the cup which Dwight Davis contributed for competition. The Davis cup committee of the National Lawn Tennis association declares that they are jubilant now that the tennis ranks are strengthened by Wright. Already arrangements are being made for the preliminary ties and the committee, it is reported, will decide upon Wright as captain and manager of the American team.

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In every sense of the word is Wright a veteran, and now that he is to re-enter the field his entry will give confidence to American tennis which it be successful in the tea and win the right to challenge the Australians for the cup which Dwight Davis contributed for competition. The Davis cup committee of the National Lawn Tennis association declares that they are jubilant now that the tennis ranks are strengthened by Wright. Already arrangements are being made for the preliminary ties and the committee, it is reported, will decide upon Wright as captain and manager of the American team.

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